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IMAGE



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## Why electric cars must play their part

**VOLKSWAGEN ISN'T RELENTING** in its quest to rebuild its public image in the wake of 2015's emissions scandal.

One of the company's first promises was, in the words of group CEO Matthias Müller, to redouble its dedication to "technologies for the mobility of the future".

Now that strategy is becoming more visible. Autocar has learned that VW is working on a bespoke battery-powered model. Read the full story on p8.

However, as industry experts are quick to point out, it's all very well for car companies to build electric cars, but motorists must want to own them, and the latest figures on the UK car market indicate that just 584 new EVs were registered in January.

Legislation is likely to compel more motorists towards EVs. The recent COP21 climate change conference ended with an agreement that global warming must be tamed, and the

motor industry will have to do its part.

In the words of Renault-Nissan CEO Carlos Ghosn: "No one thinks we can do what is going to be required without a significant number of zero-emissions vehicles."



**MATT BURT** EDITOR

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## AUTOCAR

**AUTOCAR.CO.UK**  
**THIS WEEK'S TOP FIVE**

**DRIVE**

**Mercedes-Benz GLC 220d**

Lower-powered diesel SUV tested on UK roads



**DRIVE**

**Toyota Prius**

First impressions of the new hybrid hatchback



**BLOG**

**Jim Holder**

Car emissions: legality vs morality



**BLOG**

**Matt Burt**

Insight from the Chicago motor show



**INSIGHT**

**The future of cars**

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AUTOCAR  
IMAGE



## Radical new EV to lead VW fightback

Beleaguered firm aims to “make a statement” with a cutting-edge new electric model

**V**olkswagen's leading engineers have been challenged by company boss Herbert Diess to create an electric car that can be as iconic as the Golf.

The secret plan, uncovered by Autocar, has been hatched by Diess as a crucial pillar in the firm's attempts to rebuild its reputation in the wake of the emissions scandal and is described as a watershed

project similar in depth to the multi-billion-pound engineering undertaking that spawned the i3 at BMW, his former employer.

Diess has told Volkswagen's engineering bosses to create “the Volkswagen for the digital age”, and the top engineering talent at the firm's Braunschweig R&D centre is already working on the new car, which is tentatively due in 2019.

Diess has challenged his

team to set new benchmarks for electric performance as well as developing cutting-edge connectivity and infotainment systems and style the car so it stands out as a statement of VW's technical capabilities.

The hand-picked team of engineers is currently defining the packaging of the new zero-emissions model, which is understood to be around 4400mm in length.

That compares with the Golf's 4255mm and suggests that it will fight for sales in the same segment while offering a unique powertrain, interior environment and look.

“It will make a huge statement,” a senior engineer with knowledge of VW's research and development plans revealed. “It's planned to use cutting-edge technology but at a price that makes it

attainable for the average motorist,” the source added.

Autocar has been told the dedicated electric car will be the first to use the Volkswagen Group's new MEB architecture, which has been developed specifically for electric cars.

The platform was showcased on the Budd-e MPV concept at the Consumer Electronics Show in Las Vegas earlier this year, with VW claiming





VW's bespoke EV will be similar in size to a Golf

## SUV coupé to spearhead Tiguan family

VOLKSWAGEN HAS confirmed plans for a "family of new Tiguan" following the success of the first-generation model.

Speaking at the first media drives of the new Tiguan in Sweden this week, Jochen Böhle, head of product development for VW's compact car line-up, confirmed development was progressing on up to three Tiguan models.

The standard car will be joined next year by a long-wheelbase (up by 110mm to 2791mm) version with up to seven seats that is unlikely to reach the UK, while a style-led coupé variant (below) is planned to reach showrooms in 2018.

"We are planning to introduce a family of Tiguan models in coming years," Böhle said. "Tiguan has developed into a sub-brand and we intend to build on it.

"The coupé was not originally on the plan," he said. "It came later."

Among the keen supporters for the new style-led coupé model is VW's newly installed brand chairman, Herbert Diess. "Diess is pushing the Tiguan coupé project," said Böhle.

While Böhle denied there were plans for an R variant of the standard Tiguan, he indicated it could form part of the new coupé range, as reported by Autocar last year. A plug-in hybrid GTE version is expected in 2018.

The three Tiguan models will be joined later this year by a production version of the MQB-based Crossblue concept. The seven-seat US-built model will be more than five metres in length and will not reach Europe.

**New Volkswagen Tiguan first drive p24**

*'Tiguan has developed into a sub-brand and we intend to build on it'*

the architecture "heralds a fundamental change in electric cars, and thus for the car in general, because the MEB throws all fossil fuel ballast of the present overboard, having been designed specifically for electric cars".

As a result, Volkswagen says the body design, interior design, interior packaging and drive characteristics of electrically powered cars will change dramatically.

Changes compared with current car design are said to focus on the opportunity to have a far more spacious interior in a car with a much smaller footprint, greater agility and greater connectivity opportunities. In addition, Volkswagen has targeted a significant growth in electric range through the use of compact electric motors and high-performance batteries.

While Volkswagen is banking on a range of up to 300km (186 miles) for the next-generation e-Golf due in 2018,

the engineering parameters for the new electric model are claimed to call for a range exceeding 500km (311 miles) – the same distance claimed by Porsche for the production version of its Mission-E saloon.

Despite the apparent parallels between the Budd-e concept and the stand-alone electric car, a key source at Volkswagen's R&D centre said they were being developed separately, albeit off the same MEB platform.

VW Group CEO Matthias Müller has confirmed that there will be 20 electric or plug-in hybrid vehicles in the VW Group's range by 2020.

"We are using the current crisis to fundamentally realign the group," he said. "I feel we now have the chance to build a new and better Volkswagen."

To date, with the exception of the ultra-high-tech XL1, Volkswagen has concentrated its electric car developments on existing models such as the Up and Golf. Prior to the



**AUTOCAR IMAGE**

emissions scandal, it had been taking a cautious approach to electric car sales.

### GOLF MK8 IN DEVELOPMENT

Autocar has also uncovered the first details of the eighth-generation Golf, due late in 2018 after a facelift to the Mk7 model later this year.

A senior engineering source revealed that VW boss Herbert

Diess is working closely with design chief Klaus Bischoff on the styling of the new Golf, ending speculation that Bischoff's time at VW was coming to an end following the arrival of Michael Mauer from Porsche as the overall VW Group design chief.

"We're still designing it, still defining it," said the source. "There is a strong influence from Diess; he's changed

things. He found the styling of Klaus Bischoff good.

"The biggest challenge [with the new Golf] is connectivity. Diess wants to put us on the next level. It is not a small step; it's a huge step."

The Golf Mk8 is set to grow by around 50mm in length to just over 4300mm, and will be up to 70kg lighter than the current model.

**GREG KABLE**

# Major shake-up under way at Ford of Europe

More performance models and SUVs planned in a leaner line-up; job cuts to be made

**F**ord of Europe is planning a drastic overhaul of its business that will see the launch of more performance models, more SUVs and a greater number of models offered with its luxurious Vignale trim.

The announcement last week also confirmed that job losses would be made and Ford would be "eliminating less profitable models" as part of cost savings and the desire to maximise profits.

The performance push has already begun with the launch of the new Focus RS and the start of European sales of the latest Mustang,

for which about 13,000 orders had been received across the continent as of January.

It will continue at the Geneva motor show next month with the launch of a hotter version of the Fiesta ST, according to sources. The faster Fiesta, one of seven new Fords planned for this year, will be a powered-up, more focused version of the Fiesta ST rather than a full RS model.

Details are unclear, but more power and torque are expected from the ST's turbocharged 1.6-litre engine, which has so far been tuned to 212bhp and 236lb ft in its most potent Mountune

form. A sharper chassis and more extreme bodykit are other likely additions to the car, the badge for which is not yet known.

More RS models are expected at a later date. Ford's global sales and marketing chief, Stephen Odell, said at the recent Detroit motor show that RS "was a really valuable brand" and that the company had "an opportunity to keep it fresh".

Ford is also planning to launch the Edge large SUV in Europe in the summer. It has been overhauled from the US-spec car with the addition of a 2.0-litre diesel engine



Ford of Europe boss Jim Farley: "A good first step"

and a more European-friendly interior and chassis set-up.

Farther down the line, it is understood that Ford will offer new SUVs based on the Fiesta and Focus. The Ecosport will remain the entry-level SUV, with the new Fiesta and Focus-based models sitting below the larger Kuga and Edge.

Related to the launch of more SUVs will be the option of four-wheel drive on more Ford models, something the company sees as a further avenue for growth. The firm currently offers eight models with all-wheel drive and expects to sell around 140,000

**AUTOCAR  
IMAGE**



A hotter version of the Fiesta ST is expected to be unveiled in Geneva



all-wheel-drive vehicles in Europe this year.

Ford will expand its line-up of more luxurious Vignale offerings by adding a plush S-Max Vignale to join the Mondeo Vignale this year, and it plans to offer a further three Vignale models before next year.

The final area of growth being targeted by Ford of Europe is in electric and hybrid vehicles, of which more will be offered. A new Focus Electric is in development, as one of 13 new electric Fords planned by 2020. A total of 40% of the Ford range will be offered with an electric drivetrain in the future.

Ford has yet to reveal which of its existing models will be axed. However, sales of city cars, MPVs and large saloons all plummeted across Europe last year, according to figures from Jato Dynamics, which also noted that SUV sales rose dramatically to become the biggest-selling segment in Europe for the first time.

With the market moving away from MPVs to SUVs, the likes of the Ford B-Max, C-Max and Galaxy would appear to be under threat.

The Ka city car will also go out of production this year, with a replacement not due before 2019.

Ford describes the job losses as a "voluntary separation" programme, which would allow workers to leave the company at their own behest. The move is expected to save \$200 million (about £138m) per year.

Ford's European boss, Jim Farley, said: "In the past three years, Ford of Europe has improved its business in all areas and moved from deep losses to a \$259m (£178m) profit in 2015. This is a good first step.

"We are absolutely committed to accelerating our transformation, taking the necessary actions to create a vibrant business that's solidly profitable in both good times and down cycles.

"Our job is to make our vehicles as efficiently as possible, spending every dollar in a way that serves customers' needs and desires and creating a truly sustainable, customer-focused business."

**MARK TISSHAW**



HILTON HOLLOWAY

## Will Ford's grand plan work?



Edge large SUV will be one of the key models in Ford's push to get onto a better footing in Europe

**FORD OF EUROPE'S** announcement that it intends to drop out of unprofitable market sectors to drive harder into the niches that make real money follows close on heels of a similar plan unveiled by Fiat Chrysler Automobiles (FCA).

Last week FCA boss Sergio Marchionne revealed a new strategy that would result in run-of-the-mill (and barely profitable) US-market saloons such as the Chrysler 200 and Dodge Dart being axed and factory space given over to RAM pick-ups and Jeeps, both of which are enjoying booming demand.

Ford of Europe boss Jim Farley didn't say directly which models the brand would be dropping in Europe, but his future strategy was not dissimilar: more SUVs, more premium-trim Vignale models and a push on performance models, which already do pretty good business in Europe.

While this is sound business practice for the medium term, established car makers are also facing longer-term societal shifts. The move towards the market splitting between budget and premium branding, which began over a decade ago, is the new norm.

A whole generation of future car buyers has grown up mixing budget clothes from Top Shop with pricey Apple iPhones. The middle market, despite still having traction with older buyers, is

buckling under the strain.

The UK's own Marks and Spencer is a perfect test case. It sells ever-greater amounts of upmarket food but struggles to make headway with middle-market fashion.

Mass car makers are facing the same strains and stresses. A senior European car boss once told me that Europe's mainstream car market was a "break-even at best" business and lamented that the few profitable niches open to the mainstream were being hammered by premium makers stretching their ranges – BMW's venture into MPVs being a case in point.

Ford – and Vauxhall/

thinking is reflected in our latest vehicle line-up, including the Ford GT, Focus RS, Mustang and Edge, and in many of our latest technologies." Amusingly, the ad campaign uses three Ford US-developed models: the Edge SUV, Mustang and GT supercar.

Definitions of aspiration and modernity have moved on. The rapid adoption of SUVs and crossovers reflects a generation that sees itself as more active and sporting, more individual, more open-minded and more adventurous. They have, as IKEA once suggested, chucked out their chintz.

The problem for Ford of Europe as it tries to build a

## Europe's mainstream car market is a 'break-even at best' business

Opel – knows it is not enough to roll out new crossovers. It is also engaged in a serious battle to change perceptions of its brand image. There's no margin in being ordinary, hence Ford's massive 'Unlearn' marketing campaign, which broke a couple of weeks ago.

According to the Ford UK website, 'Unlearn' is about "letting go of what you know, taking a fresh look and stepping outside to new ways of thinking. This progressive

business that prospers in good times and bad is that simply rolling out three new sizes of crossover, dumping the poor-selling models and – perhaps – blending the next Mondeo with the S-Max isn't enough on its own. It has to ensure that potential buyers approach the idea of Ford ownership with genuine positivity, and that will be far more difficult to achieve than just engineering some of the best-handling cars on sale.







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## NEW PEUGEOT 208

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**SPY SHOT**  
BENTLEY  
CONTINENTAL



# New Conti put on a diet

A new era of lighter Bentley Continentals will start in 2018, using a new platform

**T**he next-generation Bentley Continental range will be significantly lighter than the outgoing one, boss Wolfgang Dürheimer has said.

The first third-generation Continental model to appear should be the GT coupé in 2018. It will be followed by a new GT Convertible and the Flying Spur four-door saloon.

Like the firm's new Bentayga SUV, the Continental's bodyshell will be a hybrid-materials structure, with assorted high-strength steels reinforcing a body made mainly from aluminium. The current car is steel-bodied.

This change will contribute

to a mass-reduction effort that should drop the car's weight substantially below the 2375kg of today's GT. However, it will not fall below two tonnes, Dürheimer said.

The next Continental will be based on a new platform called MSB and co-developed by Bentley and Porsche. It will also be used in lengthened form for the next-generation Panamera, which explains why the test mule in these pictures uses a shortened current Panamera bodyshell with an altered ride height and cooling to meet Bentley's specifications.

Powertrains will include the all-new 600bhp W12

that's making its debut in the Bentayga and an updated 4.0-litre petrol V8. There will also be a petrol V6 plug-in hybrid, which will use a set-up that develops 410bhp in today's

Porsche Cayenne plug-in hybrid.

It's unlikely that Bentley will offer the new diesel V8 in the Continental. This engine is soon to appear in the Bentayga with around 400bhp, rather than

the 380bhp that it develops in the Cayenne.

Speaking at the Bentayga launch, Dürheimer said his "personal goal is a sustainable, stand-alone business with an annual production volume of 20,000 units". He envisages seven model lines, although the Bentayga-derived sports SUV and the production version of the EXP 10 Speed 6 coupé that would make up the sixth and seventh ranges have yet to be signed off.

Talking of the advantages of Bentley being part of the new Sports and Luxury Group at Volkswagen, Dürheimer said the VW Group test drives that take place in Namibia will now be split among the new groups and involve fewer cars. More can be achieved this way, he said.

Another gain will be sharing research and development skills, as well as a supplier base suitable for high-performance and luxury models from Porsche, Bentley and Bugatti. Dürheimer added that Lamborghini's absence from this group "makes no sense".

**RICHARD BREMNER**

**SPY SHOT**  
PORSCHE PANAMERA  
SPORT TURISMO



**PANAMERA ESTATE IS GO**

Porsche is planning a production version of its Panamera Sport Turismo shooting brake concept, as this spy picture reveals. The car was previewed by a 2012 concept and the production version of it will form part of the next-generation Panamera range, due next year.

# Vauxhall Mokka receives X rating after facelift

**OFFICIAL PICTURE**



Mokka X gets revised styling, a new 1.4 turbo petrol engine and a greater range of technical features

THE VAUXHALL MOKKA X has been revealed ahead of its public debut at the Geneva motor show next month.

Despite the new name, the X is essentially a facelifted version of the current Mokka. It gains an updated exterior, a new engine and a larger roster of technical features.

The new engine is a 152bhp turbocharged 1.4-litre petrol unit. When mated to Vauxhall's six-speed automatic transmission in the Mokka X, it has a claimed combined economy figure of 42.8mpg and CO<sub>2</sub> emissions of 154g/km.

The 1.6-litre diesel engines from the existing Mokka are retained for the X. They come in 108bhp and 134bhp guises and are both good for a claimed 68.9mpg combined in two-wheel-drive Ecoflex form. A

six-speed manual is standard with all engines and stop-start technology is also available.

Four-wheel drive is optional with manual models and uses an electromagnetic multi-plate clutch to offer both front and all-wheel drive modes. The default setting is front-wheel drive, but as soon as the system detects slip, 50% of torque can instantly be directed to the rear.

Inspired by the new Astra's cabin, the Mokka X has a new centre stack with the choice of 7.0in or 8.0in touchscreen infotainment. The system can integrate with smartphones via Apple CarPlay or Android Auto.

The Mokka X will reach the UK later this year. Pricing is yet to be confirmed, but insiders predict little change from that of the current model, which starts at £18,749.





# F1 return heralds more hot Renaults

An expanded range of Renault Sport models is planned on the back of a return to top-flight racing

**R**enault will use its new Formula 1 team to increase the profile of its Renault Sport performance sub-brand, which is looking to China and emerging markets for further growth of both its sales and product range.

At an unveiling of the new F1 team in Paris last week, company chairman and CEO Carlos Ghosn revealed that Renault's high-performance division would split into two

co-operative parts – Renault Sport Racing and Renault Sport Cars – with the aim of increasing worldwide brand awareness and sales of cars.

Renault Sport Cars, which has been concentrating recently on increasing the global reach and the appeal of its models, is now responsible for the GT versions of the Mégane, Clio and, from later this year, the Twingo. Renault's F1 return coincides

with an increase in funding for performance road car development, says Ghosn.

Renault Sport Cars will “develop its international footprint, brand appeal and portfolio growth”, raising the probability of more of the French firm's standard products receiving performance makeovers. Last year Autocar reported on plans to develop hot versions of the Captur and Kadjar crossovers.

Another growth area for Renault Sport Cars could be in models that adopt the aggressive styling and upgraded kit of the performance variants without having the full range of driving enhancements, in a similar vein to BMW's M Sport range. This approach is said to go down very well in emerging markets (see separate story, opposite).

Renault Sport Cars boss Patrice Ratti said the F1 exposure would be a “great boost” for his road car business, especially in its quest for wider international sales. It is targeting growth in markets such as China, India and Brazil and wants such nations to account for 50% of Renault

Sport Cars' sales by the end of the decade.

“In 2010 we sold only 2% of [Renault Sport] cars outside Europe,” he said. “This year we should hit 40%. Our doubled R&D budget – between 2014 and 2018 – is part of a co-ordinated plan to expand our export markets and double our sales in the same period.

“At the end of 2018 we expect to be selling 70,000 cars, double what we did in 2014, if you count the GT range. It's a big business. The UK is currently our third market, behind France and Australia. At the moment Australia and the UK are almost level pegging. Germany is fourth.”

Ghosn described the



STEVE CROPLEY

## Is Renault serious about F1?

RENAULT CEO CARLOS GHOSN had never before shown any enthusiasm for racing, so the firm's return to F1 has been a surprise. Besides, the firm's engine men took a drawn-out dressing down last season from Red Bull for their underperforming V6 hybrid. But when Ghosn arrived on stage last week to launch the new F1 team in his open-necked white shirt, looking like a bloke who'd forgotten to pack his tie, he dealt with the objections as briskly as he always does.

The “main reason” for being in F1 was to sell cars, he said, and we learned

that sales of Renault Sport models are tipped to double to 70,000 units per year by 2018. He added awareness of Renault was low in China, India and Brazil, where the greatest expansion is still tipped for the future.

I had arrived in the morning thinking Renault and Ghosn might simply have decided the whole thing was too messy to wind up and that they might have chosen simply to do it slowly over the next couple of years. But when tech chief Bob Bell (returning after three years at Mercedes) started talking about “playing the long game”



Renault boss Ghosn wants to use F1 to sell more cars

and it taking “five years to deliver a championship”, it was clear he and his people meant business.

I now regard Renault's return to F1 as one of the 2016 season's major developments and am looking forward not only to the cars' debut race but also to watching successive races for signs of redemption. They will be there.

**AUTOCAR  
IMAGE**







Renault's F1 team will have Infiniti as a technical partner

marketing opportunity of F1 – the chance to sell cars to its 450 million-strong worldwide audience – as “the main reason” the company is coming back in such a big way.

Renault's drivers this year will be ex-McLaren racer Kevin Magnussen and Britain's Jolyon Palmer, son of circuit boss and former F1 driver Jonathan Palmer.

Infiniti will also be involved in the new F1 team, joining as an official technical partner. The brand has been associated with Red Bull in recent years but will now be focused on the development of hybrid electric technology for the Renault F1 team's power unit.

**STEVE CROPLEY**

Renault is planning performance Captur and Kadjar crossovers



China is a growing market for models like the Clio RS 220 Trophy

## China to 'dictate future hot hatches'

**WARM AND HOT** hatches could be given a lifeline through rapidly emerging sales opportunities in China and elsewhere in Asia, although the sales rise could lead to the performance of the cars being watered down.

It is understood that sales of performance versions of standard cars have grown significantly in China in recent years as a car culture has developed among a generation of buyers wanting to drive rather than be driven.

Given the cost of developing warm and hot

hatches, plus the limited sales potential of such cars in Europe and the US, the growth in interest in sales across Asia is seen by some manufacturers as an opportunity to strengthen the business case for continuing to develop such models. As well as Renault Sport, Ford Performance is another sub-brand said to be among those eyeing the market opportunities.

However, an insider told Autocar: “The problem is that some of these cars are simply too tricky to

drive for people with no real experience of fast cars, especially given some of the road conditions. The culture of track days is also some way from evolving, especially outside of Shanghai and the biggest cities where most of the wealth is.

“Some manufacturers are looking at toning down the sportiness of the cars – and that could end up influencing the type of car that's sold around the world.

“If these markets grow enough, they could dictate what kind of cars get

developed. At the moment they're not after the raw, exaggerated hot hatches Europe is used to. Often, it is more about the visual statement a car makes than the last degrees of speed.

“For the makers, that presents a challenge: they can't throw away the heritage built up around their ‘ultimate’ models, but nor can they ignore what their biggest markets want. Sales are unlikely to be enough to justify developing cars in two different directions.”

**JIM HOLDER**

## Crossovers to lead Renault's China push



Renault's factory in Wuhan is part of its partnership with Dongfeng

**RENAULT BOSS CARLOS** Ghosn is targeting annual sales of 735,000 cars in China when the firm's road car operation there gets up to speed.

Renault has forged a joint venture with Chinese car-making superpower Dongfeng. Last week the first fruits of the deal, a new 150,000-capacity factory, opened in Wuhan in central China.

The factory will build two Renault-badged crossovers for the Chinese market to take advantage of an explosion in the popularity of high-riding cars. The market for crossovers and SUVs in China grew by 53% last year compared with 2014.

Renault is one of the last of the major European makes to forge a joint venture to enable

it to build and sell cars in China. Previously, Renault sold fewer than 25,000 cars a year in China, and as an import-only operation, the prices of its products were heavily taxed.

Ghosn wouldn't put a time frame on how rapidly Renault could grow in China, but he expects the company eventually to attain about “3 to 3.5%” of the nation's new car market, which currently comprises about 21 million units per year but is expected to reach 25m by 2020.

The new plant has the potential to expand and produce up to 300,000 cars. When crossover production is under way, the factory will build a Fluence-based electric saloon on behalf of Dongfeng.





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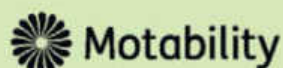
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Official fuel consumption for the ŠKODA Octavia Hatch range excluding vRS 230 and SE Business in mpg (litres/100km): Urban 34.0 (8.3) to 72.4 (3.9), Extra Urban 52.3 (5.4) to 88.3 (3.2), Combined 44.1 (6.4) to 80.7 (3.5). CO<sub>2</sub> emissions for the ŠKODA Octavia Hatch range excluding Octavia vRS 230 and SE Business: 146 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.



AUTOCAR  
IMAGE

# BAC plots Mono sibling

A new high-performance car will join the Mono single-seater in BAC's line-up

Liverpool-based BAC will begin work this year on a stablemate for its £125,000 Mono single-seater. The aim is to boost total production from 20 a year to more than 100.

The company, spun off an automotive design consultancy established in Germany about a decade ago by Liverpool-born brothers Neil and Ian Briggs, currently employs 24 people but wants to expand to nearer 60 by building more cars and moving more of its assembly operations in-house.

Development director Neil Briggs said BAC (which stands for Briggs Automotive Company) will first increase

Mono production from the current two or three cars a week to four towards the end of the year. The intention is to cut its present year-long waiting list and help to cope with demand from the existing stable of 20 export markets, of which the US is currently the leader.

The Mono's stablemate is several years away, although Briggs believes the company's flexible manufacturing process and agility will allow quick progress once the major decisions are made.

Few of the new BAC model's specifications are set in stone, although many of the Mono's properties – ultra-light weight,

very high performance, compact proportions, sophisticated aerodynamics, driver-hugging cockpit, 'formula car' suspension technology, normally aspirated power and possibly a pneumatic paddle-controlled Hewland transaxle – will be on the agenda.

Briggs said he would like the chance to co-operate more fully at the design and integration stage with an engine partner. BAC is also about to appoint an owner advisory panel and will listen carefully to its views, he said.

The key decisions will be over the car's size, whether it has an open or closed cockpit, and,

above all, the number of seats and their layout. So far, said Briggs, there are strong views in favour of single and three-seat layouts.

"Nothing's decided," he said, "but I don't believe we'd do a two-seater. That's other people's territory."

For 2016, the Mono gets a Mountune-developed 2.5-litre Ford four-cylinder engine to replace the existing 2.3. It lifts power by 9% to 310bhp but adds 40kg, so its power-to-weight ratio stays at 525bhp per tonne. It also has a fly-by-wire throttle for the first time, giving greater sensitivity and more sophisticated mapping.

**STEVE CROPLEY**

## Confidential

FOUR OUT OF five BMW i3 sales are to people new to the brand, according to latest research. "It's a lot of first movers and people keen to see the benefits of electric driving in the premium sector," said BMW sales and marketing chief Ian Robertson.

A PORSCHE EXECUTIVE has said that although a GT2 version of the new 911 is not imminent, it is a possibility if a sound business case can be made for it. The most recent GT2 had 523bhp and was based on the 997-series, which ended production in 2012.



ACCORDING TO BOXER engine development manager Marco Marques, Porsche is content with its new 3.0-litre twin-turbo unit for the 911 and has no plans to downsize further, or add a hybrid model to the range, unless new emissions rules demand it.

THERE WILL BE no retro-looking special-edition Lamborghini to mark the Miura's 50th anniversary this year, according to president and CEO of Lamborghini Stephan Winkelmann.

"Lamborghini should not be backwards-looking," he said. "It must always look forwards." He also confirmed the company will host a road trip through Italy to mark the Miura's anniversary.

THE URUS SUV will have special driving modes that endow it with authentic off-road capability, according to Lamborghini chiefs, who say they are planning something "unique, cool and easy to understand". After benchmarking against luxury SUV rivals, the Italian company concluded that some existing driving mode controls require "a degree in electronics to operate".

## Smart lines up electric and Brabus cars

SMART IS PREPARING to launch electric and Brabus performance versions of its city cars. They will make their debuts at the Geneva motor show next month.

Smart will offer pure electric versions of the Fortwo coupé and cabrio and the Forfour. US sales will start late this year and European sales in early 2017.

"We're looking into fast-charge solutions and ways of integrating electric Smart infrastructure into certain cities," said the head of

Smart, Annette Winkler. "Around 60 to 80 miles from a full charge is probable."

Smart has confirmed further details of the hot Brabus versions of the Fortwo and Forfour, due this summer.

"We'll be keeping the turbocharged 0.9 three-cylinder engine and dual-clutch automatic gearbox we have already, but there'll be a bigger turbo," said Smart product manager Slavko Bevanda. "Wider rear tyres will also feature, as well as upgraded brakes and suspension."



Battery-powered Fortwo promises a driving range of 60-80 miles

### NEW CAR REGISTRATIONS UP

UK new car registrations hit their highest January level since 2005 last month. A total of 169,678 cars were registered, a 2.9% increase year on year. Private sales fuelled the growth, up 8.2%. Ford's Fiesta was the best-selling model.



### END OF THE ROAD FOR SCION

Toyota's youth-orientated North America brand, Scion, is to be killed off in response to dwindling sales. Scion sold 56,167 cars last year, well down on its best of 173,034 in 2006. Scions will now be rebadged as Toyotas.



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# E-Class Estate toughens up

Mercedes' new E-Class All Terrain is set to rival the Audi A6 Allroad; more crossover models to follow

**M**ercedes-Benz is preparing to take on the Audi A6 Allroad with a high-riding version of the upcoming E-Class Estate.

The E-Class All Terrain is set to be the first in what a high-ranking source has described as "a range of new crossover models" that will be added to Mercedes' line-up in the coming years.

Due to be launched in October, the plush new four-wheel-drive estate will be pitched as an alternative to Mercedes' dedicated SUVs.

A £40,000 price for an entry-level E200 model is expected.

The starting point for the E-Class All Terrain is the yet-to-be-revealed fifth-generation E-Class Estate. Both models will share the same aluminium and steel body.

Recent spy photographs confirm that the E-Class All Terrain is visually differentiated from its regular estate sibling by a series of unique exterior styling touches, including more rugged front and rear bumpers with plastic bash plates, additional cladding

within the wheel arches, integrated roof bars and an individual wheel design.

Also planned is a series of unique interior trim combinations, according to insiders privy to early production examples of the new estate.

The E-Class All-Terrain will initially be offered with the same limited range of turbocharged four-cylinder and six-cylinder petrol and diesel engines as the latest derivatives of the more traditional E-Class saloon,

which was revealed at the Detroit motor show last month. A petrol-electric plug-in hybrid version is also planned.

All engines will be mated to Mercedes' 9G-Tronic nine-speed automatic gearbox. Drive will be apportioned to each wheel via the same four-wheel drive system as that of more road-biased versions of the E-Class 4Matic.

In an effort to match the variable ride height properties of the A6 Allroad, Mercedes plans to equip the E-Class All Terrain with its latest air

suspension, the so-called Air Body Control system.

Featuring two chambers of varying size within the spring struts on each of the front wheels and three chambers on the spring struts of each rear wheel, Air Body Control will enable the driver to choose between different levels of ground clearance while providing automatic self-levelling, along with a highway function that lowers the body at high speeds to increase aerodynamic efficiency.

**GREG KABLE**



Superb could be offered with a 237bhp twin-turbo diesel engine

## SKODA PONDERES POTENT SUPERB AND HOT FABIA

Skoda is considering new range-topping engines for the Superb and Fabia, hinting at a new twin-turbo diesel for its executive model and at a desire for a Fabia vRS to become reality.

A flagship 237bhp four-cylinder diesel engine, already fitted to the Volkswagen Passat, would slot into the Superb above the current 187bhp 2.0 TDI. As with the Passat, all-wheel drive and a dual-clutch automatic gearbox would most likely be standard.

Despite Skoda's significant success in rallying with its Fabia, continual investment in its team and popular past Fabia vRS models, there are still question marks over whether a new hot version of the supermini will be made. However, a source said the chassis could handle more power and a business case was now being investigated for the model.

## FLOW CELL EV COULD BE BUILT

Start-up EV maker NanoFlowcell could put its Quantino 2+2 coupé concept into production later this year. It will be shown at Geneva next month, and the firm has said it could make a small batch of production cars.



## NEXT-GEN CAYENNE SPOTTED

Development of Porsche's third-gen Cayenne has begun. The new SUV, test mules of which were spied last week in Germany, isn't due before 2018. It will be based on the same platform as the Audi Q7, so it is expected to be lighter.



# FF reborn as GTC4Lusso

Fresh new look and more power for Ferrari's facelifted – and renamed – V12-engined grand tourer

OFFICIAL PICTURES



The Ferrari GTC4Lusso – the new name for the facelifted FF grand tourer – has been revealed ahead of its global debut at next month's Geneva motor show.

The updated car gets styling upgrades and aerodynamic improvements to mark it out from its predecessor, including a new grille with integrated air intakes, new air vents on the rear wing, a roof-mounted rear spoiler and a new diffuser.

Ferrari says the result is a drag coefficient "substantially lower" than that of the FF.

Ferrari says the GTC4Lusso will be aimed at a younger audience than the brand has traditionally targeted.

Powering the GTC4Lusso is the same 6.2-litre V12 already used by the FF but with power raised from 651bhp to 680bhp. Torque is rated as 514lb ft at 5750rpm, with 80% of it available from 1750rpm. Drive

is channelled through a seven-speed dual-clutch automatic transmission. Ferrari says the engine note is "rich and powerful in performance driving and discreet yet harmonious in the city".

The GTC4Lusso can hit 62mph from rest in 3.4sec (0.3sec faster than the FF), while top speed is unchanged at 208mph. When specified with optional lightweight parts, the GTC4Lusso has a dry weight

of 1790kg. Ferrari has yet to reveal whether the GTC4Lusso will improve on the FF's fuel economy or CO<sub>2</sub> figures, which stand at 18.3mpg combined and 360g/km respectively.

As with its predecessor, the GTC4Lusso has four-wheel drive. The new system, dubbed 4RM-S, features Ferrari's Side Slip Angle Control set-up, which works with the car's electronic differential and dampers.

Ferrari says the system allows

drivers to "effortlessly handle the GTC4Lusso's extraordinary torque even on snow-covered, wet or low-grip roads". The car also now features four-wheel steering.

Among the interior changes is a new infotainment system with a 10.25in screen, which is much larger than the FF's, while the screen in front of the passenger now appears to show a g-force meter.

A smaller steering wheel –



The concept shares some details with the US-market Civic saloon

## GENEVA CONCEPT TO PREVIEW NEXT-GEN CIVIC

Honda will preview the exterior design of the next-generation Civic with a prototype at the Geneva motor show next month.

The Civic Hatchback Prototype, seen in this teaser sketch, will point to the styling of a new Civic due for launch early next year.

Clues to the design of the new car can be seen in the Civic saloon already on sale in the US. The prototype has the same tail-light design, although its central twin exhausts and revised roofline suggest the Geneva show car will have a sportier look.

The new Civic will be made at Honda's Swindon plant for export to all of the Japanese manufacturer's global markets. Honda is making a fresh, £200 million investment in the plant to prepare for the car's production.

## POWER BOOST FOR HOTTEST Q3

Audi has increased the power of its 2.5-litre turbocharged five-cylinder engine in the new RS Q3 Performance. The hot compact SUV's outputs are up to 362bhp and 343lb ft, enabling a 4.4sec 0-62mph time and 167mph top speed.



## McLAREN TAKES BATHURST WIN

McLaren won the Bathurst 12 Hour race at Mount Panorama, Australia, last weekend. The Tekno Autosports 650S GT3 also claimed pole and fastest lap. Alvaro Parente, Jonathon Webb and Shane Van Gisbergen shared the driving.





Tester's Notes

# Matt Prior

**Qashqai was the UK's second best-selling car in January**



New infotainment set-up includes a larger screen and a g-meter



Aerodynamic changes include a revised rear spoiler and diffuser

made possible due to a more compact airbag – features “more ergonomic” controls, including a redesigned manettino dial. And there’s now a recess between the seats that is designed to hold the key during driving.

Ferrari says the car has been designed “for clients wanting to experience the pleasure of driving a Ferrari anywhere, any time, be it on short spins or long journeys,

snowy mountain roads or city streets, alone or in the company of three lucky passengers. Drivers who demand exceptional power but refuse to compromise on comfort, sporty elegance and impeccable detailing”.

Pricing and availability won’t be revealed until closer to the car’s launch, but prices are expected to rise from the £226,023 of the FF. **DARREN MOSS**



## Subaru XV updated

THE SUBARU XV crossover has been facelifted, with tweaks to the engines, chassis and styling.

The chassis upgrades are claimed to improve the ride and grip of the XV, while engine updates have improved the economy and emissions of the 2.0-litre petrol and 2.0-litre diesel engines. Styling changes include new front foglight

surrounds and a new lower grille and bumper treatment.

The exterior upgrades mark the second part of a two-step facelift. The interior changes, including a new steering wheel and a revised infotainment system, are already in place.

The facelifted XV will go on sale next month, with prices remaining unchanged.

I remember when Nissan said it was giving up the ‘boring’ car market and dealing only in what were, at the time, niches. Quirky tall things. Things that didn’t sell in large volumes. That funny Qashqai thing: not quite a car, not quite a 4x4 either.

We weren’t long out of the 1990s, a decade in which the list of the top 10 best-selling cars in the UK went something like this: Fords Fiesta, Focus, Mondeo, Vauxhalls Vectra, Astra, Corsa, Peugeot 306, Volkswagen Golf, Rovers 200, 400. Family cars all. Straight family cars. Not always a Nissan among them, although the Micra dabbled inside the top 10, because it was, then, a cute supermini. So Nissan got into what were seen as niches. Ballys move. And it has stayed there.

Search for Nissan today and the clickable result for Nissan’s UK website reads: ‘Nissan city cars, electric cars, crossovers, sports cars and...’ (There’s nothing after the ‘and’, incidentally.) The more general description beneath reads ‘city

## There’s no room in the top 10 best sellers list for any conventional large family car

cars, crossovers, electric cars, 4x4 vehicles and much more’. There’s no mention of a family car in sight (which, given that its family car is the Pulsar and its advertising strapline is ‘innovation that excites’, is reasonable enough).

Yet bring up the SMMT’s numbers for the best-selling cars this January and – after the obligatory Fiesta – there it is: the Nissan Qashqai, at number two. The Nissan Juke is at six. In fact, there’s no room at all in the top 10 for any conventional large family car (Mondeo,

Insignia), which means, instead of habitually bagging six of the 10 top spots, Ford and Vauxhall are reduced to only being sure of two apiece, as are VW (Polo, Golf). Vauxhall’s next most likely? The Mokka, the 10th best-selling car in the UK last year. A crossover. Those pesky niches. What kept you?

I’m not taking aim at Ford or Vauxhall, I should add. But how did Nissan predict what broader mid-market car makers did not? Okay, Rover had its reasons for departing the best sellers list (and this earth), but what of the others that used to be the second, third, fourth best sellers in their class? What did Nissan see that Renault, its own sister company, failed to? The Peugeot 306 was the seventh best-selling car in the UK. Now the 308 isn’t even the seventh best-selling car in its class.

And more to the point, what are they going to do about it? That the Mokka outsells the Insignia suggests to me that you can pour as much posh Vignale treacle over a Mondeo as you like, but people will still prefer a crossover. Or they’ll choose a traditional premium brand over an invented alternative; alongside the small cars and Nissans sit an Audi and a Mercedes-Benz in January’s best seller list. If I were at the top of a mainstream car company, I’d be looking at my model range and wondering if I shouldn’t have taken some big decisions quite a long time ago.



The 306 was a top seller for Peugeot in the UK; today’s 308 isn’t

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A Week In Cars



# Steve Cropley



BAC's operation typifies the success of the UK's low-volume car makers

## MONDAY

Into the long-term Bentley for an early dash to Liverpool and my first-ever visit to BAC (aka Briggs Automotive Company), the people who make the singular – and single-seat – Mono road-going track day car. The Briggs brothers and their 22 staff are up to car number 50 now, working from premises near JL's Halewood plant.

My host, Neil Briggs, had news of a 2016-spec Mono and a brand new BAC model (read more on p17), but what struck me was how well the place demonstrated the progress in the UK's low-volume car industry. In the old days, so-called kit-car makers struggled to build spartan, roughly finished cars for less than the price of a Ford Escort. Today, the likes of BAC, Ariel and Caterham have realised people will pay proper money for more extreme cars than the mainstream industry could ever build, delivered at Swiss-watch quality. Best of all, their well-managed businesses look just as sustainable as the big boys'.

## WEDNESDAY

Day trip to Renault's Technocentre outside Paris, to witness the official return of

## What I most want for the 2016 F1 season is for Renault to beat the Red Bulls

Renault to full-time Formula 1 racing. CEO Carlos Ghosn led proceedings, but his past lack of enthusiasm for motorsport at first made me suspicious. Given the difficulties of Renault's involvement with Lotus, and the undoubted injury caused by their inglorious spat with Red Bull (their graceless leading

engine customer), might Renault simply be finding a way of turning the lights off?

No, was the emphatic and welcome answer. Everyone I spoke to, including Ghosn himself and chief technical director Bob Bell (returning after three years at Mercedes) had the same message: we are here to win, we are playing the long game, we will forge a much stronger link with our Renault Sport road cars. Ghosn wants the F1 team to be on the podium in 2018, which was pronounced "doable". One insider estimated that they'd already had a better winter than rivals, making up a third of the difference between themselves and Mercedes. Be that as it may, what I most want for the 2016 season is for Renault to beat the Renault-

## And another thing...

Former rally great and Autocar stalwart Graham Robson recently turned 80 and gathered his friends together to mark the occasion. We were surprised he had any time for lunch: Robson has so far written 161 car books, with a couple more on the way.



## Classic & Sports Car's 'favourite Ferrari' feature is worth a look

engined Red Bulls. No, actually to thrash them.

## THURSDAY

Always a good day when our old-car stablemate Classic & Sports Car hits the streets, but this month's issue is special to me, because it contains a feature in which luminaries of the car world (oddly, including your humble servant) are invited to name their favourite Ferraris. The choices are disparate: John Surtees chooses the 250P sports/racer he used to win Sebring in 1963, Lord March goes for the 250GT SWB for ever associated with Goodwood and Tony Brooks opts for the 246 Dino grand prix car he raced in 1959. My own choice is the 250LM, successor to the mighty 250GTO, because it enthused me as a kid and I subsequently drove one owned by Lord Bamford, on a memorable day.

Lord Bamford himself goes for the 1964 250GTO with body by Scaglietti, a car he's owned for no less than 47 years.

## FRIDAY

Strikes me as rather life-affirming that the British-inspired, designed, engineered and built Nissan Qashqai has forged to second place in January's list of the UK's most-bought cars, beating the Focus, Golf, Corsa and Astra, among others. The only other SUV in the list is the Nissan Juke (sixth), underlining the wisdom of Nissan's decision to replace the Primera and Almera with a pair of soft-roaders. It must give former Nissan boss Andy Palmer – now in charge at Aston – a warm feeling. He fought the Qashqai project through when Nissan's European markets were lukewarm. Now they can't get enough of them.

steve.cropley@autocar.co.uk

@StvCr



# FIRST DRIVES

This week's new cars

## QUICK FACTS

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# VW Tiguan 2.0 TSI 4Motion

**4.2.16, Sweden** Volkswagen's rival to the Nissan Qashqai arrives in all-new form with bigger ambitions, extra interior space, a more upmarket feel and a range of new technical equipment

**T**he second-generation Tiguan is the first all-new model to emerge from Volkswagen since it became embroiled in the diesel emissions scandal. First revealed at the Frankfurt motor show last September, the neatly styled SUV represents a big break from its highly successful predecessor, not only in terms of appearance and engineering but also in positioning and ambition.

Having recorded a healthy 2.6 million sales worldwide with the first-generation Tiguan since its introduction in 2007, Volkswagen has decided to expand the range in a bid to extend the model's reach into new market segments. The standard five-seat model driven here is just one of three Tiguan derivatives set to join the line-up over the next two years. A seven-seat long-wheelbase variant (due in 2017) and a more sportingly styled coupé (2018) are also under development, although there's a question mark over whether the UK will get the seven-seater.

The Tiguan will be offered from launch with the choice of two turbocharged 2.0-litre four-cylinder engines. One of them, tested here, is VW's familiar 2.0 TSI petrol unit, which delivers a peak of 178bhp along with 236lb ft of torque between 1500rpm and 3950rpm. The figures equate to a claimed 0-62mph time of 7.7sec and a 129mph top speed, along with a combined fuel economy figure of 38.7mpg and average CO<sub>2</sub> emissions of 168g/km.

As with the first-generation model, though, the majority of UK buyers are likely to opt for VW's 2.0-litre diesel engine, which will initially come with 148bhp and 251lb ft of torque. Other versions with 114bhp, 188bhp and 236bhp will follow. Petrol engines set to be added to the line-up include a 1.4-litre unit with 123bhp or 147bhp and a 2.0 TSI developing 217bhp.

The initial 178bhp 2.0-litre petrol engine comes with a seven-speed dual-clutch automatic gearbox and four-wheel drive as standard. VW says its fifth-generation 4Motion four-wheel drive system provides a faster apportioning of power via a process that provides pre-activation of the rear clutch and improved operation of the electronic differentials.

The new Tiguan exudes a more confident air than its predecessor. It has put on 60mm in length and 30mm in width, and in four-wheel-drive guise, as driven here, it is 22mm lower than before. The wheelbase has increased by 77mm to 2681mm and the tracks have been widened, greatly improving the stance. The 4Motion model has 200mm of ground clearance, an increase of 11mm over the front-drive models. There is also an optional Off-Road package, which features a unique front bumper design that provides an approach angle of 25.6deg and a departure angle of 24.7deg.

The cabin displays a big →





In such conditions, the Tiguan feels stable and assured

◀ improvement in perceived quality, with trims that are of a noticeably higher level of finish than those used in the old model. It's bigger inside, too, thanks to the increased exterior dimensions. Aided in part by a rear bench that offers up to 180mm of longitudinal adjustment, there is an extra 29mm of rear leg room. Luggage space has also grown, increasing by 145 litres to 615 litres with the 60/40 split-folding rear seats in place, and 1655 litres with the back seats lowered.

Our first drive of the new Tiguan on icy roads inside the Arctic Circle revealed it to be exceptionally refined and capable. The demanding conditions made it impossible to come to any definitive conclusions



Mk2 Tiguan is longer, wider and lower than its forebear; AWD is standard on 2.0 TSI

about its general on-road ability, but we got a few useful pointers at least.

The ride quality was especially impressive. Many of the roads were covered in lumpy ice, which went some way to replicating our battered UK road surfaces. Over lightly rippled sections, the Tiguan's absorbent secondary ride kept any fidgeting to tolerable levels, regardless of whether we were driving at a snail's pace or pressing on.

When the surface became progressively more fractured, there was enough suspension travel to cope, and the Tiguan's impressive damping meant that any unwanted body movement off the back of crests and dips stayed well checked. Only very occasionally did





Provision of space and perceived quality have both improved; ergonomics are sound



Seven-speed DSG auto gearbox is standard on this model and shifts gears smoothly



Turbo 2.0-litre petrol unit has 178bhp and 236lb ft; a 217bhp version is set to follow

it run out of talent and send a thud through the cabin.

Equally impressive was how well it handled for such a tall SUV. Admittedly, with very little friction in the slippery conditions, even on winter tyres we didn't generate much lateral g. But nevertheless, the body stayed relatively flat, even as we were larking about and taking liberties on a frozen lake. The steering only added to the Tiguan's talents, possessing a carefully judged, consistent weight and commendable sensitivity through the wheel rim.

The new four-wheel drive system offers four modes: Snow, On-road, Off-road and Individual. Each allows you to alter the properties of the engine, gearbox, steering and

four-wheel drive hardware at the twist of a dial. With the system set in snow mode and the ESP switched on, it all worked well to keep us on course as much as possible.

Switching the traction control off meant that we could have a little bit of fun trying to loosen the rear end. It would go with a persuasive throttle lift, but the 4Motion's mechanicals would quickly shift the drive around and pull you straight again. It was a killjoy with such an expanse of sheet ice to play with, but its nannying would be a welcome boon in the real world.

The 2.0 TSI petrol model is the smoothest and most agreeable choice in the launch line-up, offering more than adequate performance and

superb refinement. It also works well with the smooth but swift-changing DSG automatic's ratios, which invariably keep you in the engine's relatively wide torque sweet spot. When you want to extract all of its performance, it is very happy to rev out and deliver.

It's not just the engine that's refined, either. Again, it's hard to be definitive in our test conditions, but the wind noise seemed very hushed, even at motorway cruising speeds.

If what we've sampled thus far transfers to on-road driving in the UK, the Tiguan is going to be a very convincing alternative to the likes of the Nissan Qashqai, Hyundai Tucson and Kia Sportage.

**GREG KABLE**

#### VOLKSWAGEN TIGUAN 2.0 TSI 4MOTION

**Bigger, cleaner, better equipped and now in a more premium package than before. Refined, too**



<b>Price</b>	£29,500 (est)
<b>Engine</b>	4 cyls, 1984cc, turbo, petrol
<b>Power</b>	178bhp
<b>Torque</b>	236lb ft at 1500-3250rpm
<b>Gearbox</b>	7-spd dual-clutch automatic
<b>Kerb weight</b>	na
<b>Top speed</b>	129mph (est)
<b>0-62mph</b>	7.7sec (est)
<b>Economy</b>	38.7mpg (combined, est)
<b>CO<sub>2</sub>/tax band</b>	168g/km (est), 28%



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# Hyundai i20 1.0 T-GDI

**7.2.16, Oxfordshire** New 1.0-litre turbo engine promises to make for a more competitive supermini

**L**ast time we reviewed the Hyundai i20, we reckoned that it might take the arrival of a turbocharged 1.0-litre engine before it came of age. Well, here it is.

The engine is a triple, like a lot of 1.0-litre units, and can put out up to 118bhp in some applications, but it has a steady 99bhp here. That's the same as the i20's existing naturally aspirated 1.4-litre four, so the 1.0 T-GDI is jointly the most powerful engine in the i20 range.

However, at 99g/km, it's also the second lowest in the range on CO<sub>2</sub> emissions, behind only the 1.1-litre diesel (84g/km). The 1.0 is a few hundred quid cheaper to buy than the diesel model – plus it's not a diesel, which, on balance, probably makes it the more attractive of the two.

When we tested the 1.4, we said you'd hardly hear it start. The same is not quite true this time; the 1.0 has that curious offbeat hum that characterises three-pot engines. It's quiet enough but thrummy – endearingly so, as is often the case.

I can't remember the last time I tried even a naturally aspirated small triple with a particularly sharp throttle response (outside a Triumph motorcycle). Attaching a turbo means this 1.0, too, is an engine that responds with only modest enthusiasm, but it's broadly responsive. Although peak torque turns up at 1500rpm, you'll want at least 2000 revs on the clock for it to feel like it's really on your side, but from then on it revs cleanly, well past

**The 1.0-litre engine has that curious offbeat hum that characterises three-pot engines – endearingly so**

6000rpm, and never feels strained.

Quite often you end up a gear lower than you might expect – second for roundabouts that would otherwise be third, for example – because of rangey gearing. The i20 1.0 has a five-speed rather than six-speed manual gearbox, and second gear will see you past 60mph, while the engine is spinning at only 2500rpm at 70mph in top. Given that the engine note is lower than that of a motor with one additional cylinder would be, sometimes it feels even leggier than that. The gearshift itself is easy, though; in the same way as the six-speeder, it's sometimes easy to drop it into third instead of first when you're stationary, but if you're positive, it responds amiably.

Dynamically, similar applies. Our test i20 rode on 15in wheels with 65 aspect ratio tyres, so the ride was pretty controlled; our last i20 test was a while ago and we felt it was a bit sharp over some imperfections. Obviously, it's far from a back-to-back test, but it didn't occur to any testers

to complain about harshness this time. Body control is reasonable, too.

However, the i20 (unlike the i30 and to an extent the i10) is a few steps back from the most dynamic cars in this class. The steering is on no more than amicable terms with the front wheels and there's no particular sense of agility. If you like your supermini to have a bit of *joie de vivre* about it, you should still look towards a Ford Fiesta, or perhaps half a dozen other cars that give more back than the i20.

What the Hyundai does have plenty of, though, is interior space. The rear cabin is spacious enough for adult-behind-adult seating, while the boot is a good size, too. Which is worthy. And what makes up the rest of the package completes the theme: the interior design is unremarkable, as are materials choices, but all feel durable enough, while the equipment list is strong. If you buy by numbers, the i20 is competitive enough, but beyond that it's not a car to enjoy.

**MATT PRIOR**





Cabin design and materials may be unremarkable, but there's plenty of space and kit here; 1.0 T-GDI gets a five-speed manual 'box



Thrummy 1.0-litre triple combines 99bhp with 99g/km, so it's brisk and efficient

#### HYUNDAI i20 1.0 T-GDI SE 100PS

New three-pot engine brings added appeal, but the i20 is still an unremarkable drive



Price	£14,025
Engine	3 cyls, 998cc, turbo, petrol
Power	99bhp at 6000rpm
Torque	127lb ft at 1500-4000rpm
Gearbox	5-spd manual
Kerb weight	na
0-62mph	10.7sec
Top speed	116mph
Economy	65.7mpg (combined)
CO <sub>2</sub> /tax band	99g/km, 16%



The i20's steering and handling are no match for those of the class-leading Ford Fiesta, but its ride is better than we remembered from previous tests, on 15in wheels, at least





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## QUICK FACTS

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# Skoda Octavia vRS 4x4

**4.2.16, Surrey** All-wheel drive comes to Skoda's performance offering – in diesel form at least

It doesn't seem more than five minutes ago that Skoda was launching its latest Octavia vRS, but in fact, we were first introduced to it back in 2013. The higher-powered 230 petrol model followed late last year, and only now are we getting our first go behind the wheel of the recently added 4x4 version.

But before you start conjuring up images of a roomier, cut-price Volkswagen Golf R, Skoda is offering the vRS/4x4 combination as a diesel only. It is the VW Group's strong 181bhp 2.0 TDI, though, and a six-speed DSG dual-clutch automatic gearbox is standard. Both hatch and estate variants are available, too.

Prices start at £27,515 for the 4x4 hatch, while the estate costs a further £1200. Only an automatic vRS 230 costs more in the Octavia line-up, but sat-nav is now standard, while further features such as 18in alloys, xenon headlights and climate control are included to sweeten the deal.

You might be wondering why Skoda didn't opt for the VW Group's recently launched 2.0 TDI 190 for its diesel vRS, and, well, so are we. It's to do with hierarchy, you see; the

Octavia can't be seen on the same playing field as a Superb and all that. Still, it seems strange.

In any case, it's essentially the same engine but with a very slight power deficit, so there remains usefully sturdy low-down shove when a B-road overtake is on the cards or you're caught in too high a gear when accelerating out of tight corners. It doesn't mind being revved, either, but neither on paper nor in practice does this diesel vRS match its petrol equivalent for outright pace.

The DSG gearbox is a little sluggish to change down, both independently and after pulling on the wheel-mounted paddles in more sedate driving modes, but throttle response and gearchanges are far more engaging in the car's sharpest 'vRS' mode. Get your changes just right and the 4x4's better traction will help it to haul itself to 62mph from a standstill slightly quicker than the two-wheel-drive DSG model.

Refinement is let down by some vibration through the wheel from low revs and (winter) tyre whine at high speeds, but the engine settles well at a cruise. It's not all diesel dirge in

the cabin on wide throttle openings, either, because the vRS's sound symposer produces, if not an exciting engine note, then at least one that's better than nothing.

Of course, 4x4 systems bring weight, and in hatch form that addition is 85kg. Even so, the Octavia vRS still does a good job of hiding its bulk, offering precise steering and enough bite at turn-in to keep you interested.

Ride comfort remains good, even on scarred UK roads. The vRS benefits from more advanced multi-link rear suspension than that of lesser Octavias and also gets a better tied down Sport set-up (12mm lower on the hatch, 13mm on the estate), which keeps it more settled over rough roads, if a little abrupt on larger primary obstructions.

Inside, you benefit from the same huge front space and solid build quality you'd find in any Octavia, and the standard sports seats are widely adjustable, hugging and comfortable. Two adults can stretch out in the outside rear seats and the load bay is cavernous and practical.

Our experience of 4x4 variants of

family and executive cars suggests the vRS 4x4 (at least on winter tyres) will offer far more capability than its front-drive equivalent.

Importantly, the diesel vRS's on-road experience doesn't suffer. Yes, the 4x4 is slightly thirstier and emits more CO<sub>2</sub>, but the differences are outweighed by the genuine gains in traction if where you live demands four-wheel drive for at least some of the year. That the Octavia's standout space and practicality remain intact is equally significant. It's an expensive vRS, but ultimately it deserves to wear the badge.

The fact remains, though, that this isn't the best vRS. It's certainly swift and blends its punchy performance and decent agility with good fuel economy, but a petrol vRS will offer more thrills between corners while being every bit as practical – and for a lower price.

**RORY WHITE**

## SKODA OCTAVIA VRS 2.0 TDI 184 DSG 4X4

**Not the ultimate vRS, but the 4x4's frugal engine, pace and space are still very appealing**



Price	£27,315
Engine	4 cyls, 1968cc, diesel
Power	182bhp at 3500-4000rpm
Torque	280lb ft at 1750-3250rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1475kg
0-62mph	7.6sec
Top speed	142mph
Economy	57.7mpg (combined)
CO <sub>2</sub> /tax band	129g/km, 23%



All-wheel drive gives the already agile vRS great traction; cabin is spacious, sat-nav is standard and the seats are comfortable

# I LOVE THE





# 1990s

As exciting 1980s cars now reach prohibitive prices, it's time to turn to the era of Britpop, the World Wide Web and Friends for cheap cars that could become future classics. **James Ruppert** picks out the best buys



If you love cars, you'll probably want to own and drive a hot hatch, fast coupé or performance saloon from the 1970s or 1980s. Except you can't. Well, if money is no object, you can, but if you have any remnants of common sense, you'll pass. Those old cars are wonderfully analogue and visceral, but there is no way they're worth tens of thousands of pounds. We live in an era when Ford Sierra Cosworths fetch £100k and a Mk3 Ford Escort with a turbo attached is auctioned for £60k.

Fortunately, it doesn't have to be like this. The recently 'classicised' used car market may have gone mad, but you can still buy brilliantly affordable, characterful and automotively important cars really easily.

Models from the 1990s onwards are currently overlooked and under-appreciated and just waiting for people like us to buy them. Cars from this era remain relatively fixable (such as 3 Series BMWs), but you'd buy them because they look striking (Fiat Coupé), are fun to drive (early BMW Minis) or are weirdly practical (Fiat Multipla).

Right now, many of these cars may be regarded as fairly recent rubbish and simple forecourt fodder. But there's a chance that, given a bit more time, they will have stopped depreciating and, once taken seriously, prices will be on the rise. Moving on to 2010s cars may not be an easy option as built-in obsolescence becomes a real issue.

So you don't have to go that far back in time to bag an interesting set of wheels instead of a modern dullard with an easy-payment PCP attached. That's why we popped to see a dealer who buys these sorts of cars because he likes them and rightly guesses that others will, too. Indeed, we also think that 1990s and early 2000s motors are the new rock and classic roll. Here's the proof. →



Ruppert reckons prices for these cars could rise in time

# BRADLEY'S WORLD



JUST OUTSIDE OF Birmingham, in the middle of pretty much nowhere, is a farm where Bradley Mitchell lives, along with his family, dogs, chickens, horses and an awful lot of cars for sale. With his old friend David Jones, they run Hunters Lodge Cars and buy motors they actually like.

"The secret for us has been interesting cars," says Mitchell. "For a while, we did do the boring stuff. It was very dependent on the marketplace. I love the Ford Focus and Vauxhall Astra as day-to-day workhorses and they are fine for traders with a car lot that has passing trade. But we have found that people will travel here to see our quirky stock."

Mitchell is a proper ball of energy, continually on and off the phone. Although he is from the Midlands, he spent time in the City of London doing the banking thing. After that, it was buying and selling supercars until the crash in 2008.

"Now I'm happier than ever and specialise in cars I love," he says. "My advice is quite simple: buy carefully and only go for cars with a full history. Completely ignore the mileage, because once you get over that hurdle, you can buy some brilliant cars for peanuts."

At the moment, he is very happy with our sister website Pistonheads, "because that is where enthusiasts go to look for something different".

So what are his recommendations? "Jaguars," he says. "I will buy any Jag at all. From the mid-1990s, the quality shot up, and if there is a file full of history, you just can't go wrong. The XKR we have for sale is truly lovely."

"Mercedes are always good, but you have to pick the models very carefully as there can be problems with injectors."

"As a general principle, we don't sell French or Italian cars. They are boring and poorly built." However, the Fiat Coupé he owned recently is an exception. "It cost £300 and I loved it. Fantastic handling. It wasn't even a turbo. Sold it for £900."

Another favourite with Mitchell is Lexus. "I bought a Lexus GS300 for £1200, covered 15,000 miles in it and, after minimal expenses, sold it for £300 more than I paid," he says.

"Otherwise, I like Minis. I ran a Cooper S that had no issues at all. I find cars from this period are very reliable. It is hard to buy a bad car any more."

Website: [hunterslodgecars.co.uk](http://hunterslodgecars.co.uk)

Bradley: 07414 123 623. David: 07989 768 935

**'Buy carefully and only go for cars with a full history. Completely ignore the mileage'**

# JAGUAR XKR CONVERTIBLE

**Model to buy**

2005 4.2 S

**Price new** £62,645

**Model to avoid**

Pre-2000 with no history

**Price range** £7000 (2000 XKR) to £15,995 (2005 XKR 4.2)

Lurking among Mitchell's stock is a rather lovely Jaguar XK Convertible. It is easy to see why he couldn't turn down this example. It looks gorgeous in silver with anthracite wheels and black leather upholstery, which may well get a bit sticky in summer.

Never mind; this is the supercharged XKR, which makes it even more enticing. Like all of Mitchell's wheels, it has service records that tell a reassuringly expensive story.

Its last service was in the middle of last year, just a thousand miles ago, and added up to £1800. Both the hood and gearbox have received attention. All this is exactly what you want to hear with a 2001 Jaguar that has 139,000 miles on the clock and is up for £7495. Mitchell says it has been maintained regardless of cost, and that seems to be case. I also believe him when he says the drive back from the home counties was a hoot.

What a difference a little bit of mesh and a few bonnet louvres make. These are tiny styling cues that hint at what spun underneath the bonnet of the new XKR back in the 1990s: a supercharger. The relatively simple act of blowing some extra air into that already excellent V8 engine raised power from 290bhp to 363bhp. With it came a smooth delivery of power across the whole rev range from below 1000rpm to 6000rpm and beyond. The standard automatic gearbox even helped rapid progress and came courtesy of the enemy:



Anthracite wheels are smart; check the tyres for wear



XKR convertible from 2001 is up for £7495 and has lots of history



## 'Don't panic: running expenses are containable, with service costs on a par with an XK8's'

Mercedes-Benz. Of course, you could play with the gearbox in manual mode, but the truth was and still is that the clever device can do the changes better than you can.

Don't panic: the running expenses are containable, with service costs on a par with an XK8's. The extra supercharger belt is the only additional item. The average cost for a visit to a specialist Jaguar spannerman will be around £400. The dearest service cost will be £700 at the 70,000-mile interval.

The biggest worry was cylinder bore wear on all engines up to 2000. An XK with a proper Jaguar service history will have been sorted out. However, the timing chain and tensioners can fail once the miles build up. This is given away by a metallic rattle from the top of the engine, but make sure you start from cold. If you need four new tensioners and a new timing chain, that will cost around £1000 to sort out.

The running gear on these heavy cars takes a bashing, so a knocking noise from the suspension usually indicates that a rear shock absorber (and

possibly the differential oil seals) need replacing, at a cost of more than £500. Window seals aren't always perfect, and that means water leaks into the cabin; replacements cost about £150 per seal.

This XKR Convertible is a supreme grand tourer that has looks, equipment, performance and value on its side. Why waste money on an Aston Martin?



This one has black leather upholstery; its trim looks tidy

### Top tip

If the inside edges of the front tyres are worn and the car pulls to one side, the front wishbone bushes need replacing



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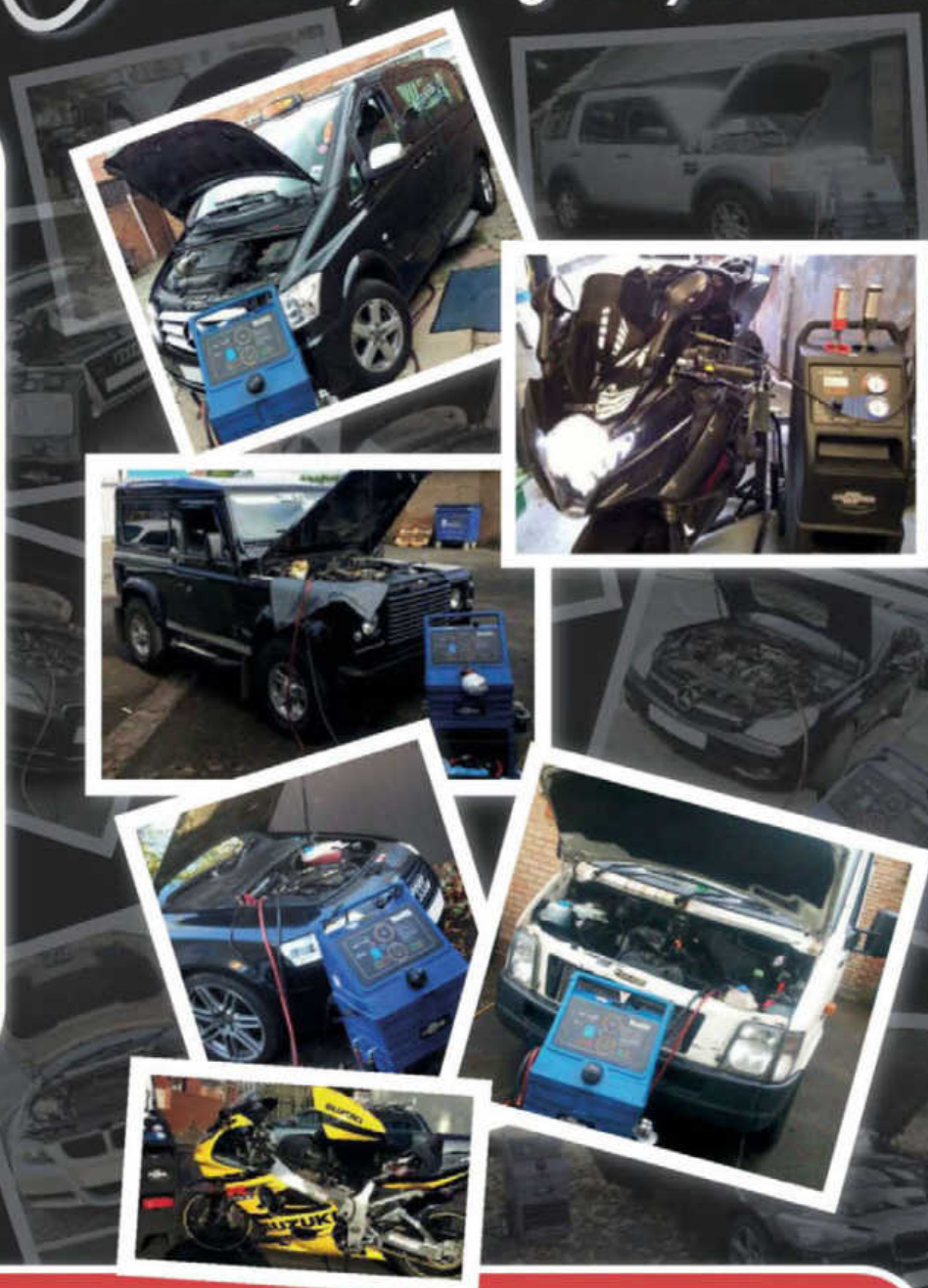
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## What people are saying....

"Advised by my local garage who look after my Nissan X-Trail 2.2 diesel 06 plate to try TerraClean to clean the fuel system out due to a fault. All sorted in a couple of hours - engine cured of the problem. Running smoothly and accelerates like never before." **Paul Ward, Nissan X-Trail 2.2 diesels**

"The difference in our car was noticeable straight away, smoother, quieter and the mpg was 50 instantly - wow! It certainly lived up to everything you said it would!" **Cathryn - Ipswich, VW Passat**



# MINI CONVERTIBLE

**Model to buy** Cooper S with Chili Pack

**Price new** £14,395

**Model to avoid** Mini One with no options

**Price range** £990 (2002 Mini One) to

£8179 (2011 Cooper S Chili)

**T**hings move swiftly in the motor trade, and if we had delayed photography for a day, the car you see here would have been sold and a cheaper example would have taken its place. As it happens, this immaculate Convertible is the cheerleader for what is the most successful automotive brand relaunch ever.

Let's take a closer look at what we have here. It's a Mk1 R52 for the anoraks, a Cooper Convertible that has covered just 24,000 miles, all backed up by a comprehensive history. The specification has all the usuals in place, so air-con, park distance control (rear only) and very nice 15in five-hole alloy wheels. There is a Thatcham alarm, computer, electric windows front and rear, a

**'A Mini is a fairly remarkable used car proposition, because it hardly seems to depreciate'**



This Mini Cooper Convertible was snapped up fast

**Top tip**

The electric power steering pump feels heavy and then goes back to normal before totally failing. Cost to fix it: over £500, plus fitting

run-flat indicator, tints and cloth/leather upholstery. Most of all, though, it is fashionably white and enjoyed a clichéd 'one lady owner' back story. Not only that, but it had lived in a heated and carpeted garage, too. And there is more, because it also sits on a set of brand-new Firestone tyres.

Outside of a Mini franchise, I have never seen a better example, and for a 2007 car in this condition, £6495 is not unreasonable. As I am playing with the electric roof, the phone is already ringing and a Mercedes-Benz CLK is being offered as a part-exchange.

A Mini, as we have often written in these pages, is a fairly remarkable used car proposition for the simple reason that it hardly seems to depreciate. Indeed, owners of the right spec of early S have seen the value plateau and start to increase. These cars are characterful on the outside and the inside features lots of period details, such as toggle switches and that big speedometer.

The clever thing is that Mini owner BMW came up with the TLC service package, which explains the early resistance to falling values. After that, well, it has been sheer strength of character and spec.



Check the kit because it will vary from car to car; don't pay over the odds for a high spec and avoid low-spec examples

It is all too easy to get completely lost in the minutiae of Mini option packs. The truth is that very low and very high-specification Minis can both struggle to sell. Just because a Mini is over-equipped, that is no reason to pay so much over the guide price. In fact, it is a great opportunity to take advantage of the only element of real depreciation, which is on the extras.

So what are the milestone dates? From 2002, the John Cooper Works kit will make a Mini more desirable. The 2003 upgrade meant better quality and components that lasted longer. Then 2005 was when the S got serious, with a modified supercharger, more power and an optional limited-slip differential. That was also the year of the Convertible, before the more significant upgrade in 2007, with the bigger, restyled R56 and the marginally more practical Clubman. Then in 2011, the frankly odd Roadster and Coupé came along, but all any enthusiast would ever want is John Cooper Works GP from 2006.

As for the 2007 Convertible we saw, that's already with its new owner.



Eye-catching Fortwo is a 2008 car in Passion trim priced at £3295

**Top tip**

Gearchanges should happen when you expect or request them. If not, beware, because a poorly gearbox costs a fortune to sort



Fortwo cabin is well built, but check for signs of abuse

## SMART FORTWO

**Model to buy** Passion

**Price new** £7865

**Model to avoid** Brabus

**Price range** £850 (left-hand drive 2001 Pure) to £7995 (2014 Pulse)

If any car was designed to be enjoyed as a used buy, the Smart is it. It is often criticised for being a lot of money to pay for a couple of seats and not much boot but, at just £3295, this is a bright little thing to use and enjoy.

The 2008 top-spec Passion here has what every buyer wants, and that's a full Smart service history with five official stamps. The panoramic roof is a nice touch and there is air-con, a CD player, 15in alloy wheels and rain-sensor wipers. Most impressive of all, it's bright yellow. This is what every funky urban assault vehicle ought to be.

If the new and used car marketplace has proved anything in recent years, it is that there is no simple tick box when it comes to buying a car. It is an emotional process. The cute Smart taps right into all that, as a surf of any of the owner

websites proves. They swap stories, pet names and even body panels with like-minded Smarties.

The Smart, though, isn't just a social club with a groovy mascot. It really does deliver as a small car. And as a used small car, it is well built and now very affordable. Not only that, but find yourself an early left-hand-drive model and then when you pull up next to the kerb, it's easy to step out safely onto the pavement.

The Smart is always the fashionable rather than practical choice, and many find the semi-automatic gearbox just a bit jerky. Also, if you don't get power steering, it won't feel like the titchy car it is, and refinement is not a strong point at all. A Smart is meant for buzzing around town, so you have to make a few compromises. Most of all, it isn't a dull-as-ditchwater Chevrolet Kalos.

## MERCEDES S-CLASS

**Model to buy** S320 V6

**Price new** £47,000

**Model to avoid** V12

**Price range** £1190 (1999 S430) to £6995 (2005 S320L CDI SE)

What's not to love about a great big car at a used supermini price? Well, the fuel consumption isn't as good, but otherwise this is an exercise in getting the most amount of motor for minimal money. Here it is represented in the metal as a 2000, X-plate Mercedes-Benz S320 CDI priced at just £2795.

Mileage, as we have clearly established, is not relevant, except that over the past 15 and a bit years, this car has managed to rack up only 72,000 miles. Flicking back through the service history, it is easy enough to verify all of that on this family-owned vehicle. In all, there are nine stamps – six from a main dealer and three more from an independent specialist. That's complete reassurance in a book, which makes the best sort of bedtime reading.

The spec isn't impressive by modern standards. However, the lack of over-complication is always going to be a good thing, because there is far less to go wrong. Besides, old-fashioned sat-nav, sunroof, cruise control, climate control and the usual electric extras, which all work, make you realise that it has everything you'll ever need.

The S-Class has always been the first choice of plutocrats, dictators and corporate fat cats across the planet, which is actually a good thing when you think about it. Such people know quality, style and luxury when they sit in the back of it. Refinement levels are very high and comfort is not at issue. This is a quiet and sophisticated large car that is hard to fault.

Except that when it was launched in 1999, it wasn't quite as rock solid as the old-school S-Class. The example we are taking a close look at on the forecourt seems pretty fit and there is almost a



A badge gazed upon by dictators, fat cats and Ruppert



new-car smell about it, even if the interior feels clinical rather than opulent.

Actually, the W220 S-Class was more compact and nimbler (but no less opulent) than it should have been. Mercedes responded to criticism and there was a revamp in 2005, but these new-generation models are great, provided you take your time and ensure three important ingredients are in place: history, history and, of course, history.

It all comes down to spec and which powerplant you want. The smaller engines are great value. If you aren't in a hurry, the 2.8-litre V6 is fine and 3.2-litre V6 even better. In fact, the petrol engines are the safer buys when it comes to old-age purchases. The V8s and the AMG badge are long-shot investments and the V12 has to be a curiosity, as is the longer-wheelbase model. Otherwise, if you plan on using your S-Class pretty normally, the CDI is the answer, as long as it has a cast-iron history like the mint one in this feature.

Indeed, the bloke who bought this car did not see dictators, bankers and fat cats, just a brilliant-value buy. Which explains why he didn't buy the less ostentatious Smart.



You get comfort, quality and all the equipment you need

**Top  
tip**

Be careful you are not buying a million-mile upmarket minicab that has lost its history or has a false one

**'These new-generation models are great, provided you take your time and insist on a full history'**

Tempted by this S320 CDI for £2795? Sorry, you been beaten to it





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AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)  
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AUDI R8 V10 » 592+BHP (+DE-LIMIT)  
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)  
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)  
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP

### BMW

M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618+ BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M135i/ M235i » 402 BHP  
M4/M3 3.0T » 520+ BHP  
M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
X6 X5.0i 4.4 » 500+BHP  
X6 M50D/X5M50D/550D » 450 BHP

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A200CDi/C200CDi/E200CDi » 175 BHP  
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A45/CLA45 » 420 BHP  
C300 HYBRID » 285 BHP  
A220CDi/C220CDi/E220CDi » 215 BHP  
C350/CLS350/E350/S350 » 315 BHP  
E400 /C450 » 420+ BHP  
C400 » 400 BHP  
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP  
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C63 AMG 4.0T » CALL FOR DETAILS  
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CL600 Bi-TURBO » 580+ BHP  
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R ROVER 3.0 TDV6 » 315+ BHP  
R ROVER 3.0 SDV6 » 345+ BHP  
EVOQUE/DISCO SPORT 2.2 DIESEL  
» 240+ BHP

### PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 315+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 315+ BHP

### EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 608+BHP  
LP640 » 707 BHP  
HURACAN » 640+ BHP  
AVENTADOR » CALL FOR DETAILS  
MCLAREN MP4-12C » 700 BHP  
MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP  
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP  
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**MORE  
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For a 13-year-old 4x4, this £3295 X5 drives well and looks okay

**Top tip**

Make sure it gets up to operating temperature, as thermostats and water pumps are regular failures

# BMW X5

**Model to buy** 3.0 petrol (yes, honestly)

**Price new** £44,020

**Model to avoid** LPG conversion

**Price range** £2500 (2001 3.0) to £6990 (2006 3.0d Sport)

**H**aving bought two in quick succession, I think I know these footballers' favourites pretty well, and I like this 4.4-litre V8 one a lot. Unlike many I've seen, it is described honestly as being tatty. Except that compared with the V8 X5 I bought a while back, it really isn't. There is no warranty and it is a straight trade sale with no comeback at £3295. The catch for some might be a recent replacement engine. But hey, it has just been replaced, so what could go wrong?

It drives fantastically well, with no unwelcome knocks, crashes or bangs. It is only the cosmetics, if you're a nit-picker, that would mark this old bus

**'It drives fantastically well, with no unwelcome knocks, bangs or crashes'**

down. You might want to refurbish the 19in alloy wheels, but otherwise I can find nothing inside or outside to suggest that this is anything other than a 13-year-old 4x4. Like any other decent purchase, there is an absolute wad of history to back up the 150k mileage. Also, the gearbox has been serviced and the belts have been done, as you should expect with a recent engine swap.

I think the V8s are great if mileage isn't a huge issue. The 3.0-litre petrol isn't much more frugal, but it is marginally cheaper to service and you trade a V8 rumble for a turbine whine at speed.

Most money goes on the 3.0-litre diesel, which is smooth and has just the right low-rev punch that a car like this needs.

Equipment is comprehensive, from electronic self-levelling suspension, alloy wheels, park distance control and cruise control, to remote central locking and electrically operated, heated door mirrors. There are countless options on this example, too, which would easily add up to more than its asking price. Unsurprisingly, this car finds a buyer before I leave the forecourt.



V8s are great for low-mileage use; petrol six-pot is a smart choice; most people opt for the pricier six-cylinder diesel





Open-top 2002 C70 has a 2.0-litre engine a £1495 asking price

## Top tip

Electric hoods can fail very expensively and at the very least leak. Suspension, driveshafts and tyres are the high-wear items



Service book corroborates this C70's 119,000 mileage

# VOLVO C70

**Model to buy** 2.0 GT

**Price new** £24,200

**Model to avoid** 2.3 T5

**Price range** £795 (2001 2.5) to £2500 (2005 2.0T)

**P**ersonally, I'm a big fan of these Volvos and ideally I'd prefer one with a solid tin roof. At the very least, that stops the infamous Swedish scuttle shake. However, on a bitterly cold but bright day, this C70 convertible looks like the perfect cheapie buy as a prelude to spring.

I know this is getting boring, but when I pop open the glovebox, out comes a booklet full of main dealer and garage stamps, which confirm the 119k mileage. For many, this 2.0-litre model is the least interesting of the entire line-up. The engine options range from sluggish (2.0) to sensationally quick (T4), and buyers would be better off with a middle-order 2.4. On the other hand, the 2.0-litre version will stop you from becoming too car sick.

It seems like the C70 has been around for a long time now, and if buyers are aware of its limitations, they will get a good-value, spacious and comfortable convertible. What is not old-fashioned is the safety angle, because this was one of the safest open cars on the market in its day. Standard equipment levels are good, but probably the best thing about the C70 is that it can genuinely accommodate four adults without them feeling the pinch, although the folding roof takes up boot space. It has soft suspension, which keeps everyone comfortable, and will corner quite fast, but this car is happiest just cruising.

At £1495, this 2002 model is a trade sale with no comeback. After we've taken our photos, it is buffed up for a customer's imminent arrival – and it looks like splendid value to me. **A**

# 20 MORE 1990s



## 1 RENAULT CLIO 172

Buy while they are still relatively cheap. These are going to be the next big hot hatch thing as drivers realise what they've been missing.



## 5 BMW 3 SERIES (E46)

Was this the last time that the 3 Series looked right? Well, all of them from the convertible to the coupé to the Touring are perfect.



## 9 TOYOTA RAV4 3DR

This was the funky SUV future back then and, in three-door style, it looks like fun and ought to be in a Gorillaz video.



## 13 SAAB 9-5

From a marque that never deserved to die, the 9-5, especially as a wagon, remains the smartest way to shift people and stuff.



## 17 DAIHATSU COPEN

We should be looking at an Audi TT but, hey, the Daihatsu Copen is such a cutie and it has an electric roof that works.



# FUTURE CLASSICS TO CONSIDER



## 2 VOLKSWAGEN GOLF VR6

Arguably, the original premium hatch, with a smooth V6 engine. A grown-up GTI for the masses, but many have been destroyed by boy racers.



## 3 FIAT MULTIPLA

The ugliest multi-purpose vehicle on the planet is wilfully oddball yet reassuringly practical and the Mk1s are now a rare sight.



## 4 JAGUAR XJ8

They may have made them for old blokes with cravats, but actually these are now super-cool and more reliable than you might imagine.



## 6 PEUGEOT 306 GTI-6

Here is the 1990s hot hatch that almost everyone forgot about. In many ways, it is a pumped-up 205 and not half bad at all.



## 7 VAUXHALL OMEGA

Many believe these were the best cop cars ever. Enjoy a big slab of V6 up front driving the rear wheels and with CD spec for true comfort.



## 8 TVR TUSCAN SPEED SIX

While we wait for TVR to return, there are old, bonkers ones out there shooting up in value, and the Speed Six is proper stuff.



## 10 FIAT COUPE

Before designer Chris Bangle shook up BMW, he created the most astounding Fiat for a generation. It's a hoot to drive and still costs buttons.



## 11 SUBARU IMPREZA

A rally car that everyone could drive like a rally car, if they wanted to. The Impreza is a legend and still truly affordable.



## 12 ROVER 75

It's a good job that Rover's last was also its best. It still looks classy after all these years and is comfy and not at all BL-like.



## 14 ROLLS-ROYCE SILVER SERAPH

Rolls bling with 7 Series tech is a dream combo, and this is what Rolls owner BMW delivered: a reliable, decent-handling Rolls for the first time.



## 15 RENAULT KANGOO

We all need a van sometimes and the Kangoo delivers (pun intended) a Gallic MPV that has space and style by the cubic metre.



## 16 NISSAN PATROL

The big 4x4 that everyone forgets. It is extremely slow, but it is cheaper than a Toyota Land Cruiser and as tough as old boots.



## 18 MASERATI QUATTROPORTE

There was a 1990s one that you will struggle to get parts for and it will break down, but just look at the right-angle wonderfulness of it.



## 19 LEXUS IS200

The pretend BMW 3 Series was a pretty good Far Eastern knock-off of the greatest 1990s saloon (320i), and these are still very cheap.



## 20 HONDA HR-V

Coupé-like 4x4s were certainly not the norm back in the 1990s, but this is actually a pretty decent soft-roader.



# Living with a legend

As the curtain falls on the Land Rover Defender's 68 years in production, it's also time for our long-term test car to depart. **Matt Prior** marks the end of an era

PHOTOGRAPHY LUC LACEY AND STAN PAPIOR











**I've driven it off road, always for laughs, and always I've troubled its capabilities not at all**

**L**and Rover Defender owners wave when they pass each other. At least, most do. Given that an estimated 70% of all Series Land Rovers and Defenders ever made – 2,016,933 vehicles – are still on the road, that's a lot of waving. Naturally, being English, it can be a bit embarrassing, but it comes with the territory.

But it felt to me like there was a difference between the waves I shared with other Land Rover drivers on Thursday 28 January and the ones offered on 29 January. On the Friday morning, production of the Land Rover Defender ceased, the factory fell quiet and an inordinate number of people seemed to know it: the Defender was no longer a new car. Within a few years, it will probably be rebranded as the 'Defender Classic', and not long after that all Defenders – like Series

Land Rovers are already – will be classic cars.

At least, in theory they will be. The truth is, most Series Land Rovers or early Defenders – the name was taken on in 1990 – aren't used like normal classic cars today. Land Rovers live outside and are put to use as agricultural workhorses, their 'Meccano' style of assembly meaning that there's no reason an old Land Rover has to die. Expired parts can merely be bolted and unbolted from the chassis. And if that rusts away? Well, you can get a new one of those, too. It's the cherished later ones, like the final Heritage-spec 90 that also graces these pages, that'll be the ones most likely to be nestled inside humidity-controlled garages.

Neatly coinciding with the end of Defender production is the end of my time with Autocar's long-term Defender, a 14-plate, short-wheelbase

90. It came to us in the kind of specification that was increasingly common on later Defenders: a vehicle more about lifestyle than livelihood. It's an XS Station Wagon, which means it gets two seats in the back and a veritable raft (sort of) of comfort and convenience features in the front, such as heated seats, air conditioning and, er, well, that's about it.

It also came with an audio upgrade, some leather trim and the Black Pack that gave it both its distinctive looks and some of its dynamic characteristics. The pack includes the cool 16in 'sawtooth' alloy wheels and the most off-road-focused tyres Land Rover offers, Goodyear MT/Rs, whose puncture-resistant sidewalls are particularly stiff and, despite an 85-aspect height, contribute to what is a fairly crashing ride.

Not necessarily, then, the ideal set of boots for →





Defender's strength makes it a superb tow vehicle and it's easy to hook it up to a trailer; it looks – and is – a car made for adventures



Eat, sleep, Land Rover, repeat: that was seven-day drill



The elephant in the room is that Toyota rules here now

## Even Africa seems to be saying goodbye to the Defender

THERE ARE VARIOUS schools of thinking when it comes to the Defender. Like most people, I have a childhood Defender story: my best mate's dad ran the local pig farm and we spent quite a bit of time charging up and down Dorset lanes in one. His was a dark green double-cab 110 with canvas cover, and as far as I was concerned at the age of 14, it was pretty much the coolest thing on the road.

Of course, as soon as I learnt to drive and had my first chance behind the wheel, some of that love fell away. My left leg was used to a Renault Clio's comparatively silken clutch, so the lactic acid soon took hold. Also, my back hurt, and I quickly realised why my mate's dad had driven everywhere with the window open.

And that's pretty much where my opinion on the Defender has remained every since. It's a very important part of our history and looks just as comfortable parked on the most expensive streets of London as it does covered in filth outside the Dog and Duck. It's hugely flawed, but I understand why you would.

However, on a recent trip to Tanzania's Ngorongoro and Serengeti national parks, I was surprised by just how few Defenders are the weapon of choice.

By chance, our self-drive safari vehicle convoy was made up of a nearly new 110 Station Wagon and a couple of similarly shiny Toyota

Land Cruisers – not the soft, leathery sort, but more the ultra-hardcore 79-series jobs that are favoured by terrorists.

We drove more than 750 miles across the parks, slept on top of them, cooked out of them and generally relied solely upon them for a week, which made for quite a nice comparison. But which I'd have hardly matters. What was far more prominent was that the African safari guides had made their decision: the Toyota was by far the more popular choice of company car.

Okay, so our Defender got stuck three times, each time being towed out by the Toyota. It also sheared its shock at the chassis mount and popped a spring from the housing against its tyre as we hobbled back to a main road, whereas the Toyotas didn't miss a beat. That wasn't a reliable indication of ability, though, because our Land Cruisers had been lifted higher and fitted with tougher shocks.

Even so, there's no doubt that the Toyotas were more comfortable from an ergonomic point of view, and the abundance of them is simply down to how much cheaper they are for Africans to buy and keep on the road.

It was an eye-opener; I'd gone to Tanzania expecting the Defender to be king but, in reality, times have moved on. Which, I guess, is exactly why we're saying goodbye.

**RORY WHITE**

Safari guides are turning to Land Cruisers instead of Defenders





# I've never found that motorway schleps are as big a Defender problem as people assume

← a car that wasn't going to spend a huge amount of its time off road, because although I live a bit in the sticks (an hour and a bit north-west from the office, where broadband and 3G have sufficient difficulty getting through that it's assumed I'll need a minimum 500mm wading depth, too), what I do most is drive on the motorway.

Still, I've never found that motorway schleps are as big a Defender problem as people assume they are. Yeah, the controls are hefty and that ride is harsh, but I've always found the seats moderately

comfortable. I'm 5ft 10in tall, so I can just about sit far enough away from the pedals, although anyone taller might find the seat doesn't push back sufficiently, and head room is, as you'd expect, great. My elbows don't bang the doors, although I can rest my right elbow comfortably on the narrow top of the door card and hold the steering wheel. Meanwhile, because the seats are flat, it's easy to move around on them to keep your circulation going and remain comfortable on long journeys.

I'll admit, mind, that the longest journey I

put the Defender (and my back) through was long even by my standards: to southern Portugal and back for a holiday. In all, that's 3200 miles; divided over six days travelling down there but just three travelling back. Some people said it was daft, but I still counter that there's nothing silly about using a car built for adventures to go on a bit of an adventure.

It did throw up a few practical considerations, though. The Defender 90 is short – shorter than a Volkswagen Golf. So although not long ago this was a car that could seat six (and seven before that, with three seats across the front), luggage space is limited even in its later guise as a four-seater, because the engine is longitudinally mounted. That's no real bother, if you specify a roof rack.

The second consideration is that you can't see much if you're a rear-seat passenger. The seats themselves are comfortable enough for kids, but passengers will often find their heads are at

## Long-term test data

### LAND ROVER Defender 90 Station Wagon XS

#### TEST STARTED 10.6.15

Mileage at start	10,469
Mileage at end	24,379

#### PRICES

List price then	£28,170
List price now	na
Price as tested	£33,200
Dealer value now	£32,000
Private value now	£30,500
Trade value now	£29,500

#### OPTIONS

Black Pack £2700, contrasting leather seats £1500, sunroof £265, towbar and electrics £305, under-ride protection bar £80, audio upgrade £180

#### CONSUMPTION AND RANGE

Claimed economy	28.3mpg
Fuel tank	60 litres
Test average	25.1mpg
Test best	28.6mpg
Test worst	19.1mpg
Real-world range	331 miles

#### TECH HIGHLIGHTS

0-62mph	14.7sec
Top speed	90mph
Engine	4 cys, 2198cc, diesel
Max power	122bhp at 4500rpm
Max torque	266lb ft at 1600rpm
Transmission	6-spd manual
Boot	1243 litres
Wheels	7Jx16in
Tyres	235/85 R16 Goodyear MT/R
Weight	1902kg

#### SERVICE AND RUNNING COSTS

Contract hire rate	na
CO <sub>2</sub>	269km
Service costs	None
Other costs	None
Fuel costs	£2897
Running costs	
including fuel	£2897
Cost per mile	20.8 pence
Depreciation	£2700
Cost per mile including depreciation	40.2 pence
Faults	Ignition switch fault (fixed under warranty)

#### PREVIOUS REPORTS

1 July 2015, 5 August, 23 September, 21 October, 11 November, 20 January 2016

Long drive to Portugal and back was a family holiday to remember







**Last Defender made by Land Rover, a green Heritage 90 (top), rolls down the production line before it falls silent**

bodywork (rather than window) level. I'm not inclined to criticise the Defender for it, though. It wasn't exactly designed for cross-continental holiday transport.

That drive to Portugal threw up both the Defender's worst and best fuel economy while it was in our hands. On a typical full tank, driven respectably, you could coax around 27mpg from the 90. I recorded a best of 28.6mpg during one particularly easy day's cruise. But also, when in a hurry to get to a hotel before midnight and sitting at the French 130km/h limit, things – axles, tyres, transmission – got on the warm side and the engine drained the tank at a pretty frightening 19.1mpg. In the end, I've averaged just over 25mpg – about which I'm disappointed, because I know that a 27mpg average is within easier reach if you drive more cautiously. I've obviously been late a few times.

I've driven it off road, too, of course – always just for laughs, and always I've troubled its capabilities not at all. It's one of many Defender strong points that should also be cherished when it comes to replacing this car. Even as the last Defender rolled down the production line in late January, there weren't many better cars on sale at towing things. The Defender is set up so stiffly that it suffers from no wobble, like a car of a similar weight or footprint would when towing heavy pieces of kit. The Land Rover is short and rigid – as much like a tractor unit as its agricultural origins would suggest. It's narrow, too – barely wider than a Ford Fiesta. That, its compact length and its square nose and sides mean that it's an extremely simple car to hook up to a trailer, and its large mirrors

and low gearing make it a doddle when you pull away again. A better turning circle wouldn't go amiss, but without a trailer on, the 90 is simple to park and, given its footprint, feels more airy and spacious inside than it has a right to.

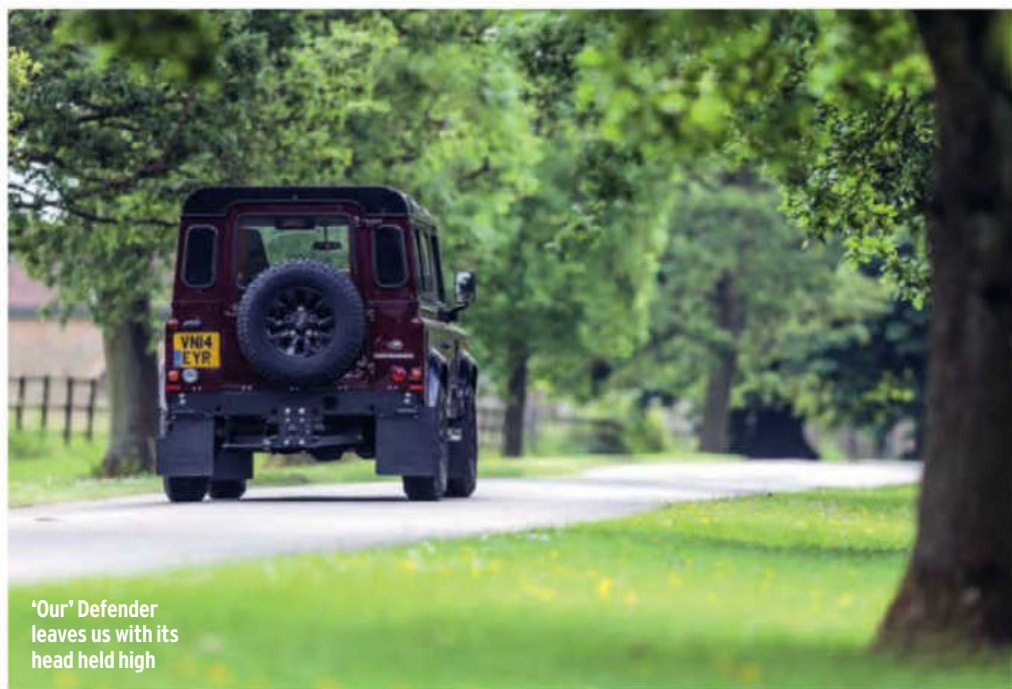
Retaining dimensions that are anything like as compact as those will be difficult for Land Rover when the 2019 replacement comes around. They say the Defender is departing because it's hard to get it beyond EU6 emissions regulations, but the bigger problem is that it was designed in a time before crash structures were anything like as advanced as today's. Engineering an all-new structure is so complex that it stands to reason Land Rover will want to adapt an existing architecture for the next Defender. From the nose to the driver's hip point is the crucial bit, because that contains the powertrain essentials and the crash structure. But although Land Rover's transverse-engined models are compact –

and would suit the four-cylinder nature of the Defender – they're unlikely to prove rugged enough. Meanwhile, the bigger platforms are, well, precisely that: quite big.

The final thing that Land Rover will need to retain is the Defender's sense of, for want of a better word, honesty. I know its engineers have tried a Jeep Wrangler and feel similarly about that: it's not a great car, but there's a sense of fun and openness about it. It is what it is. There's a purity behind it. For all the Defender's faults – and I'm not blind enough to think that it doesn't have them – the Defender retained that purity to the last, a bit like early Minis and Fiat 500s, I suppose, or Caterhams, Lotus Elises and Porsche 911s. Cars built with a purpose in mind. Perhaps it's no coincidence that owners of those tend to raise a palm to each other when they pass, too. If the next Defender can inspire that kind of emotion and loyalty, that'll be a job done. **A**



**There's light at the end of the tunnel, but not for the Defender's future as a new car in this guise; classic status awaits**



**'Our' Defender leaves us with its head held high**



# Mercedes-Benz GLC

Merc's mid-sized SUV gets its UK debut. Has it been worth the wait?

**MODEL TESTED** 250d 4Matic AMG Line

● Price £39,595 ● Power 201bhp ● Torque 369lb ft ● 0-60mph 7.8sec ● 30-70mph in fourth 10.7sec  
● Fuel economy 39.3mpg ● CO<sub>2</sub> emissions 129g/km ● 70-0mph 55.8m

**W**e don't know who made the decision, probably close to a decade ago now, not to engineer the 2008 Mercedes GLK – Daimler's original compact SUV – for right-hand drive, but we can assume he's no longer in his job.

It's true that back then it would have been hard to foresee the surge in interest in these upmarket, relatively affordable, added-practicality family cars that has come to pass. But these cars have become vital to brands such as Mercedes and are equally popular in places such as the UK, Australia, South Africa and Japan as they are elsewhere. By failing to spend a relatively small sum to re-engineer a four-wheel drive system back then, Mercedes must have missed out on a much larger windfall of sales since.



Mercedes' GLK was left-hand drive only

An oversight? Yeah, just a small one.

The new Mercedes GLC, the GLK's successor, corrects that oversight and gives us Brits a Mercedes to rival the Audi Q5, BMW X3, Porsche Macan, Land Rover Discovery Sport, Range Rover Evoque and upcoming Jaguar F-Pace. All of a sudden, in a class where choice was once limited, there's now an abundance of it.

Curvaceous styling, active and

passive safety, refinement and 4x4 capability are the reasons why Mercedes is hoping you'll opt for the GLC. Built on adapted C-Class underpinnings, the GLC is the only full-size SUV in the Mercedes' model line-up produced in Europe (excluding the A-Class-based GLA crossover and super-niche G-Class).

Available in other markets in four-cylinder petrol and plug-in hybrid forms, the GLC comes to us with four-cylinder diesel power only, while permanent four-wheel drive and a nine-speed automatic gearbox are standard and height-adjustable air suspension is an option. Mercedes says the latter is a unique selling point in the class. It's not, but the car isn't without other lures to tempt new customers in from the cold.



## DESIGN AND ENGINEERING

★★★★★

While it's true to record that the GLC-Class shares a platform with the C-Class, it's a poor description of the design and engineering effort put in by Mercedes in order to make its new SUV stand out in an increasingly crowded segment. The car's body-in-white is a mixture of aluminium and high-strength steel and features structural reinforcements normally seen only on cabriolets and convertibles. Such a construction →

**WE LIKE** Glossy, well-proportioned cabin ■ Zesty, car-like performance ■ Great styling



● Test car's AMG Line styling kit makes the bumper air intakes look quite aggressive. SE and Sport trims get a silvered central air dam; off-road package looks more rugged again.



● LED headlights are standard on Sport and AMG Line cars, but if you want Mercedes' LED intelligent light system, it's a £545 option on top.



● There's no fin antenna on the roof, because Mercedes has packaged all of the car's necessary aerials inside the door mirrors and roof spoiler. Clever.



● Panoramic sunroof comes as part of the Premium and Premium Plus packages. It eats into cabin head room slightly, but not so much that we'd recommend avoiding it.





**WE DON'T LIKE** Brittle ride quality ■ Steering feel deficiency ■ Frustratingly sensitive to spec



● Descending curve to the 'daylight opening' is intended to make the roofline look more coupé-like. While it's handsome enough, we're not sure we'd go quite that far.



● Rear valance is styled to look more like an underbody guard than a diffuser – which is as it should be. Swinging towbar option (not fitted) should keep it looking smart.



● If you want a wide choice of alloy wheels, you'll need full-house AMG Line trim, with which the options include 19in and, as here, 20in rims.



● Tail-lights are slightly wider and slimmer than the ones on the C-Class estate and a vast improvement on the bulky, angular ones on the bigger GLE. Lights are by LEDs in this instance.





● Left-hooker origins site the driver-orientated switches on the far side of the centre console. Still, it makes the volume control convenient.



● Both the seat memory function and 13-speaker Burmester stereo system come courtesy of the Premium Plus pack – a £2995 cost extra.



● Like the C-Class, the fascia opens to reveal two cupholders and a 12V supply. Given the phone-sized cubby adjacent, a USB socket would be more useful.



## MULTIMEDIA SYSTEM

It's worth noting that while the GLC comes as standard with most essential infotainment items, including a DAB tuner, satellite navigation and Mercedes' Audio 20 stereo/multimedia interface set-up, practically all of them in our test car were swapped out by the fitment of the optional Premium Plus pack.

Much like the similar upgrades offered in the GLC's direct rivals, this enhancement is one you should seriously consider, not least because it replaces some of the lesser software (Garmin's primitive-looking sat-nav, for

example) with Mercedes' in-house Comand solution.

While this still fails to replicate the functional logic of BMW's iDrive or even the slicker interface of Jaguar Land Rover's new touchscreen, the system is nonetheless usable and comes with a wider range of internet-enabled services.

The 8.4in screen isn't anything to get excited about (its pixels will be noticeable to anyone used to a current-generation smartphone), but the quality of the 590W Burmester surround-sound stereo ought to help soften the blow of the pack's near-£3k asking price.



← has allowed the GLC to grow by 120mm in length and 50mm in width compared with the GLK and still weigh 80kg less, model for model. Our scales had the car at 1965kg with fuel and fluids – slightly more than the most recent like-for-like versions of the Audi Q5 and BMW X3 we weighed, but not by much.

Suspension is multi-link all round, consisting of significantly wider tracks than the GLK and steel coil springs and passive variable-rate 'selective' dampers as standard. Ground clearance is 181mm, and although AMG Line examples have firmer sport suspension springs fitted, they don't affect the car's ride height. An off-road package delivers another 20mm of ground clearance, improved clearance angles and an underbody guard. Mercedes also offers height-adjustable air suspension that can extend ground clearance to as much as 227mm, which trumps all of its rivals bar the

only one that also offers optional air suspension: the Porsche Macan.

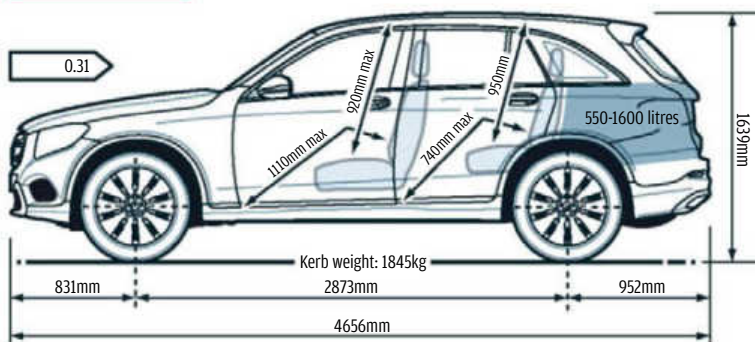
Under the bonnet, British buyers are restricted to four-cylinder, 2.1-litre diesel engines only, specifically the 168bhp, 295lb ft GLC 220d and the 201bhp, 369lb ft GLC 250d. So no petrol units and no six-cylinder diesels such as those available in the BMW X3 and Audi Q5. Power is transmitted via a standard nine-speed automatic gearbox through a permanent four-wheel drive system with a 45% front to 55% rear apportioning of power.

The car's aerodynamic efficiency is claimed to be class-leading, with particularly attentive radiator and headlight sealing and underbody panelling contributing to a drag coefficient of just 0.31. That, in turn, is alleged to contribute to particularly strong refinement, along with stiff chassis mounting points, spray-on aerosol NVH insulation and an as-standard acoustic windscreen. →



● Comfortable seats, well-placed controls and Mercedes' typically ritzy-looking interior execution set the GLC apart.

## HOW BIG IS IT?

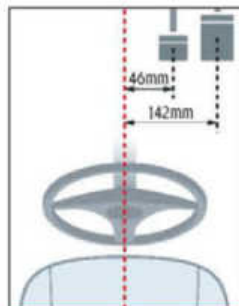


## VISIBILITY

Nothing untoward here. The GLC's mirrors are decently proportioned, and our test car's Driving Assistance pack backed them up with active blind spot assist.

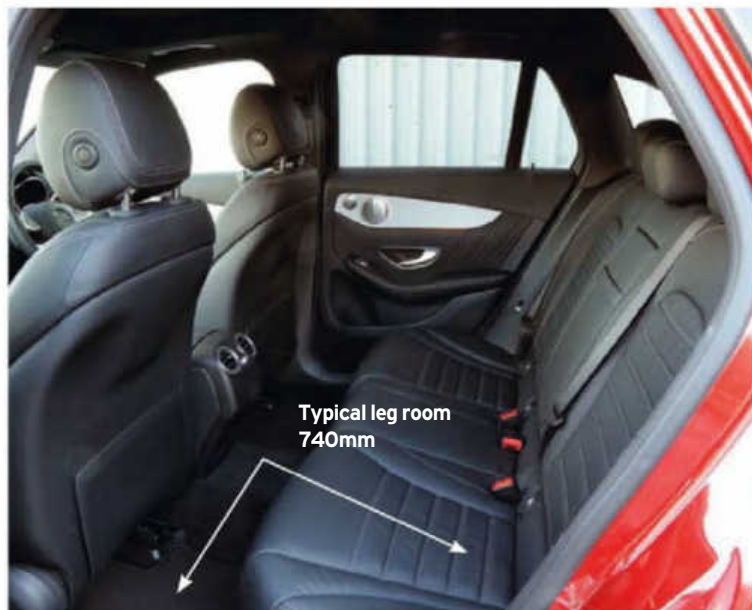
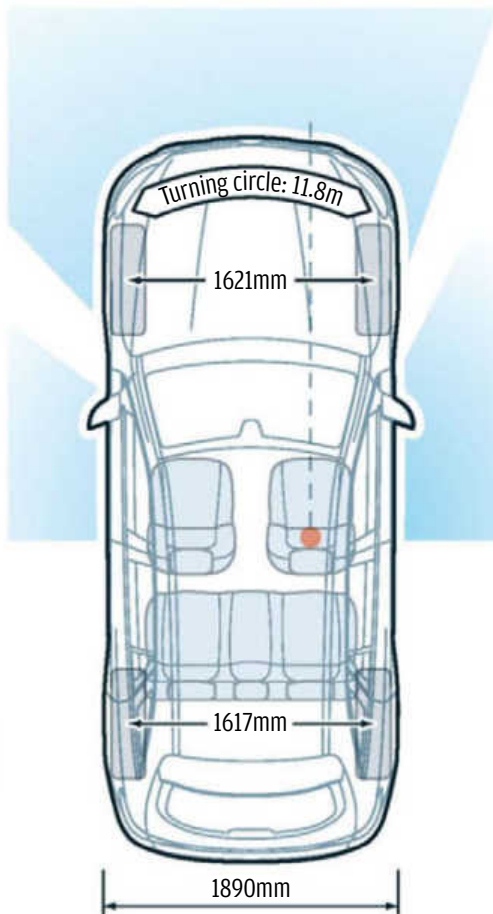
## HEADLIGHTS

SE cars get halogen reflectors. Sport and AMG Line come with standard LED headlights, with 'intelligent' adaptive ones available at extra cost.



## WHEEL AND PEDAL ALIGNMENT

Offset fairly standard for the two-pedal GLC, but both pedals require a determined prod to do their job properly.



● Second-row head room isn't in Discovery Sport territory, but otherwise it's spacious enough back here.



● Removable false floor presents a flat loading deck; 40/20/40 split-folding seatbacks maximise carrying flexibility.



On styling, the GLC is a trail-blazer for Mercedes' all-new design idiom, which, in its own words, "prefers sensual purity to squarer conventional SUV forms". The car's visual subtlety was certainly approved of by most of our testers.

## INTERIOR

★★★★★

While the GLK's no-show means few UK buyers will appreciate the GLC's size advantage over its predecessor, the sense of augmentation compared with the current C-Class is recognisable enough – and more so for the fact that, in look and feel, the interior is a direct carryover. This is of benefit to the SUV; the word 'breathtaking' appeared in our road test of the saloon two years ago and is an adjective that still applies to Mercedes' glossy fusion of metallic, plastic and vinyl finishes.

While the GLC requires a slight

step up to get on board, you do not sit particularly high up. Lowering the pleasant front seats – as we habitually do – will have you countersunk into the car's shoulder line, making it feel more car-based crossover than modern SUV. That's fine with us, and the emphasis on increased elbow room (Mercedes claims a 57mm improvement over the GLK) means a superior sense of space is not often in question.

The sentiment ought to be shared by back-seat occupants, too. The modest improvement in foot and knee space we yearned for in the C-Class has been realised in the GLC, with the 33mm increase in wheelbase effecting an upgrade from merely adequate to smartly accommodating. This minor evolution in size is crucial: unlike the exec-targeted C-Class, the GLC is clearly a family-orientated prospect and therefore more likely to be graded on its ability to stomach adult-sized teenagers.

That test passed, the new model

sails through the boot space exam too. The load space, which is square, flat and upper-thigh high, meets our solid approval, offering around 60 litres more capacity than the C-Class wagon. Manually collapse the 40/20/40 seats via the spring-release switches in either the cabin or boot and the GLC's usable volume swells to 1600 litres, making it the exact equal of the BMW X3 and marginally more capacious than the Audi Q5.

## PERFORMANCE

★★★★★

The GLC's car-like ambience is replicated in its straight-line performance. Although not a match for the sonorous six-cylinder diesels favoured by Audi and BMW, the more powerful variant of Mercedes' omnipresent 2.1-litre four-cylinder oil-burner feels suitably urgent once you've pushed past half an inch of accelerator pedal shrug. Objectively,

the engine is neither particularly spirited nor tonally pleasing, but the result of its toil is unmistakable, the GLC on test recording a lively 7.8sec for its sprint to 60mph, despite being half-filled with road testers.

As a point of comparison, the Land Rover Discovery Sport we tested last year – admittedly fitted with the outgoing 188bhp 2.2-litre unit – took 8.9sec. The GLC measured more than a second quicker from 30-70mph, too. Much of the credit goes to the engine's exemplary delivery of its 369lb ft, although the acclaim must be shared with the automatic gearbox, as it is only by virtue of the transmission's nine ratios that the motor manages to remain so close to its most productive phase.

In other guises, particularly the C-Class, working the engine beyond the functionality of its low to mid-range performance means enduring an oddly pitched thrash in the cabin. The racket remains, of course, but in the GLC your distance from it

## TRACK NOTES

While the passive suspension's lack of sportiness is only of mild concern on flatter roads, Millbrook's Hill Route has a way of exposing flaccid damper settings. Here, among unrelenting changes in elevation, the GLC's languor is more noticeable, its body being disinclined to either settle quickly on entry or rediscover its level upon exit.

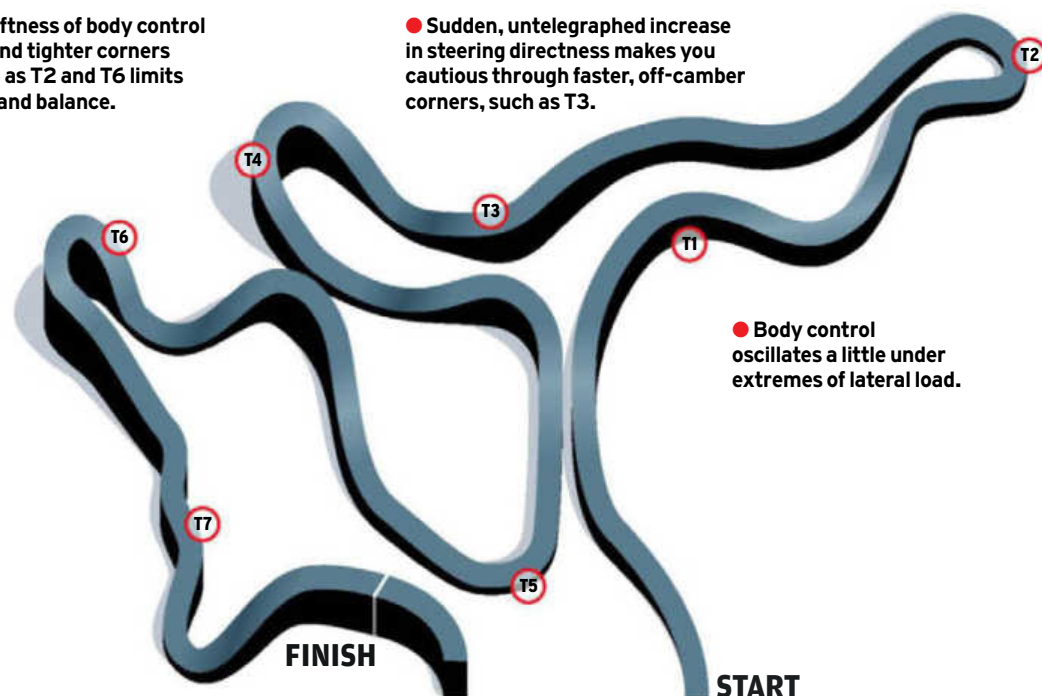
Traditionally, this kind of high-sided softness would be mitigated by the enhanced traction of all-wheel drive, but here, too, the GLC leaves something to be desired, flagging too readily into sustained understeer for a car that purports to be sending more power to the rear axle than to the front.

Its real deficiency – or at least the most notable whether you're at the limit or not – is in the steering's lack of connected feel. Mercedes' Direct Steer set-up, which reduces the assistance at higher speeds, fails to make the resulting build-up in resistance convincing, instead attaining a dubious, unhelpful, uniform weight immediately off the straight ahead.

● Softness of body control around tighter corners such as T2 and T6 limits grip and balance.

● Sudden, untelegraphed increase in steering directness makes you cautious through faster, off-camber corners, such as T3.

● Body control oscillates a little under extremes of lateral load.



## ACCELERATION 5deg C, damp

### Mercedes-Benz GLC 250d AMG Line

Standing quarter mile 16.1sec at 85.7mph, standing km 29.9sec at 109.3mph, 30-70mph 7.8sec, 30-70mph in fourth 10.7sec



### Land Rover Discovery Sport HSE Luxury (2015)

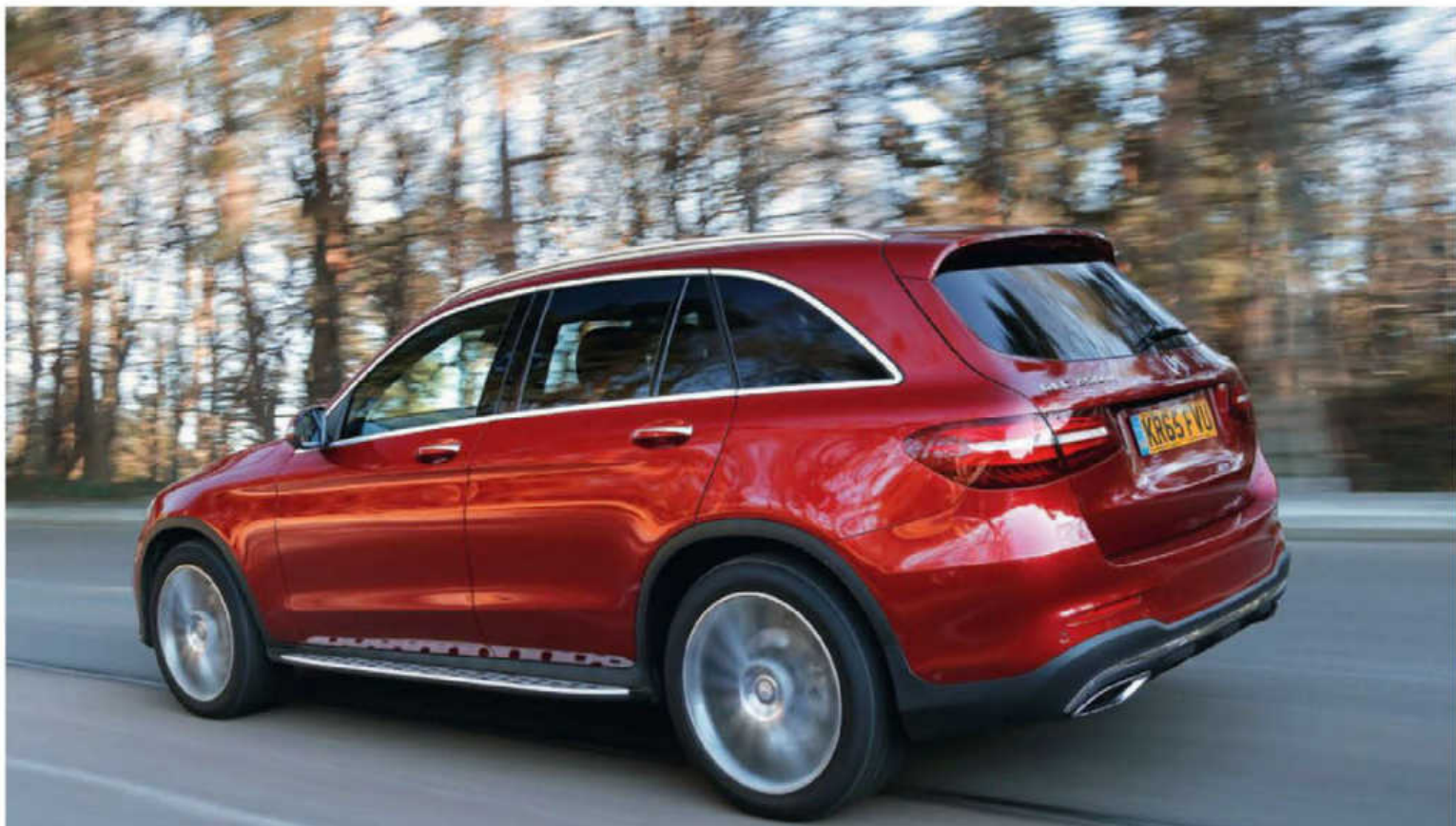
Standing quarter mile 16.9sec at 82.6mph, standing km 31.0sec at 103.9mph, 30-70mph 9.0sec, 30-70mph in fourth 9.6sec



## BRAKING 60-0mph: 3.2sec







## The GLC's car-like ambience is replicated in its straight-line performance

appears dramatically extended due to the extra attention that Mercedes' engineers have paid to better sealing the model's doors, windows and bodyshell.

Decently muffled, reasonably swift and economical with it (by the middling standards of the class), the GLC 250d's general performance well satisfies the contemporary SUV/crossover brief. That Mercedes' four-cylinder workhorse still suffers from a personality bypass hardly separates it from the majority of comparable engines. The option of a six-cylinder unit may have spiced up the GLC, but only a minority will consider the absence terminal.

### RIDE AND HANDLING



Our favourite compact SUVs of the past 18 months have, dynamically speaking, split the pack. On one distant flank, there's the ferociously buttoned-down Porsche Macan; on the other sits the Land Rover Discovery Sport, a more traditional 4x4, albeit one astutely tailored for contemporary tastes. Everything else, in our experience, soldiers up the middle, seeking the modern crossover centre ground: tall and masterly yet car-like and convenient.

Prudently, the GLC strikes for the same territory. With its energetic engine, quick steering, saloon-donated seating position and

discreetly elevated ride height, the model embraces its inner C-Class in much the same way that an Audi A4 Allroad never quite stops being an A4. The sensation is balanced with a lazier, longer-striding primary ride, markedly better insulation and the stability aura of all-wheel drive. Add in the cossetting, ego-kneading effect of the upmarket cabin and the GLC's virtues start to seem compelling.

That it ultimately fails to ground the ball is likely the fault of our test car's spec. Equipped with the AMG Line 'sport' suspension and optional 20in alloys, the GLC's well-intended amiability is too often corrupted by an unwillingness to properly moderate the UK's nastier road surfaces. While tolerant enough at low speeds, the model's big-rim sensitivity has the passive chassis gripping above 30mph. Its intermittent prickliness is made worse by the fact that on smooth sections – motorways included – the GLC's secondary ride settles down reasonably well.

The brittleness is unlikely to be any worse on air-sprung cars, making Airmatic a desirable option – and especially so when the AMG Line's promise of sportiness is essentially an empty one. Even on what may be reasonably assumed to be its sternest suspension settings, the GLC tends to labour and list in fast corners (see 'Track Notes') when compared with its peers and is frequently undone by Mercedes' speed-sensitive



● Our AMG Line test car's spec, with 20in wheels and sport suspension, added an unwelcome hard edge to the ride with little return in terms of sportiness

steering, which remains disinclined to respond satisfactorily to precise or subtle inputs.

### BUYING AND OWNING



Quite apart from the plush, refined cabin we've already described, the GLC makes a strong case for itself here. On list price, the car occupies a position familiar to Mercedes, being marginally above its nearest rivals, but strong residual values, competitive dealer finance offerings and low CO<sub>2</sub> emissions should combine to make it a financially competitive prospect to run. On the latter front, the GLC 250d benefits in particular, being rated with the same

129g/km CO<sub>2</sub> score as the GLC 220d and priced at a premium of less than £1200, which explains why Mercedes expects the 250d to be the bigger part of the UK volume mix.

Standard kit levels are reasonably generous, although buyers will be well advised to consider Mercedes' Premium and Premium Plus option packs, which will probably count towards enhanced resale values for most contract hire payers. In the latter case, it includes the desirable Comand Online infotainment and Burmester surround audio systems.

Our 250d test car recorded a 39.3mpg average for our True MPG testers – more good news, since it betters the equivalent Discovery Sport and X3 while approaching that of the Volvo XC60. →



## MERCEDES-BENZ GLC 250D 4MATIC AMG LINE

On-the-road price	£39,595
Price as tested	£47,370
Value after 3yrs/36k miles	£22,100
Contract hire pcm	£486.82
Cost per mile	60p
Insurance/typical quote	35/£903

## EQUIPMENT CHECKLIST

19in alloy wheels	■
Active park assist	■
Easy-park powered tailgate	■
LED headlights	■
Privacy glass	■
Rain-sensing wipers	■
Reversing camera	■
Automatic climate control	■
Heated front seats	■
DAB tuner	■
Garmin MAP PILOT sat nav	■
<b>Premium Plus pack (keyless go, memory seats, panoramic glass sunroof, Burmester surround sound, Command online infotainment)</b>	<b>£2995</b>
<b>Driving Assistance pack (active blind spot assist, active lane keep assist, brake assist system, adaptive cruise, pre-safe brake)</b>	<b>£1695</b>
<b>Running boards with rubber studs</b>	<b>£450</b>
<b>Artico leather dashboard</b>	<b>£400</b>
<b>Black leather upholstery</b>	<b>£795</b>
<b>Metallic paint</b>	<b>£845</b>
<b>20in AMG alloy wheels</b>	<b>£595</b>
Options in bold fitted to test car	
■ = Standard na = not available	

## RANGE AT A GLANCE

ENGINES	POWER	FROM
220d	168bhp	£34,950
250d	201bhp	£36,105

## TRANSMISSIONS

9-spd automatic ■

## ECONOMY

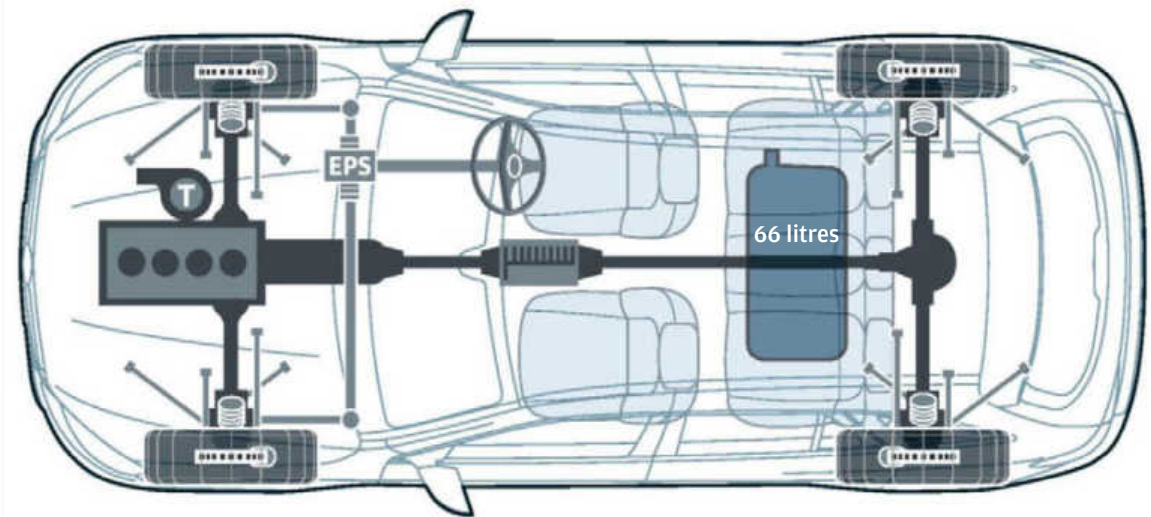
<b>TEST (TRUE MPG)</b>	<b>Urban</b>	35.7mpg
	<b>Extra-urban</b>	42.8mpg
	<b>Average</b>	39.3mpg
<b>CLAIMED</b>	<b>Urban</b>	51.4mpg
	<b>Extra-urban</b>	60.1mpg
	<b>Combined</b>	56.5mpg
	<b>Tank size</b>	66 litres
	<b>Test range</b>	570 miles

## ACCELERATION

MPH	TIME (sec)
0-30	2.7
0-40	4.1
0-50	5.8
0-60	7.8
0-70	10.5
0-80	13.8
0-90	18.1
0-100	23.5
0-110	31.0
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

## TECHNICAL LAYOUT

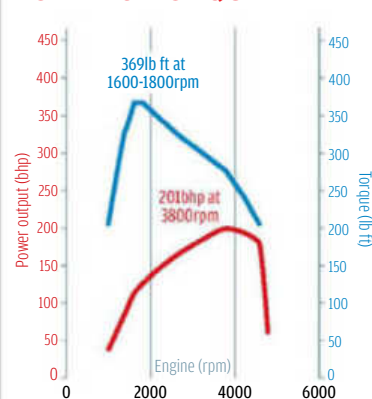
Compared with the architecturally related C-Class, the GLC is larger and heavier, but its hybrid aluminium and high-strength steel construction makes it lighter than the GLK it replaces. Two variants of the same diesel engine drive all four wheels via a standard nine-speed automatic transmission, and the car gets multi-link suspension at both axles.



## ENGINE

<b>Installation</b>	Front, longitudinal, four-wheel drive
<b>Type</b>	4 cyls, 2143cc, diesel
<b>Made of</b>	Aluminium head, cast iron block
<b>Bore/stroke</b>	83.0mm/99.0mm
<b>Compression ratio</b>	16.2:1
<b>Valve gear</b>	4 per cyl
<b>Power</b>	201bhp at 3800rpm
<b>Torque</b>	369lb ft at 1600-1800rpm
<b>Red line</b>	4700rpm
<b>Power to weight</b>	109bhp per tonne
<b>Torque to weight</b>	200lb ft per tonne
<b>Specific output</b>	94bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

<b>Construction</b>	Steel, unitary
<b>Weight/as tested</b>	1845kg/1965kg
<b>Drag coefficient</b>	0.31
<b>Wheels</b>	8.5Jx20in
<b>Tyres</b>	255/45 ZR20, Pirelli Scorpion Verde
<b>Spare</b>	Repair kit

## TRANSMISSION

<b>Type</b>	9-spd automatic
<b>Ratios/1000rpm</b>	1st 5.5/5.1 2nd 3.33/8.4 3rd 2.31/12.2 4th 1.66/16.9 5th 1.21/23.2 6th 1.00/28.1 7th 0.86/32.7 8th 0.72/39.1 9th 0.60/46.9
<b>Final drive ratio</b>	3.07

## SUSPENSION

<b>Front</b>	Multi-link, coil springs, anti-roll bar
<b>Rear</b>	Multi-link, coil springs, anti-roll bar

## STEERING

<b>Type</b>	Electrically assisted rack and pinion
<b>Turns lock to lock</b>	2.4
<b>Turning circle</b>	11.8m

## BRAKES

<b>Front</b>	342mm ventilated discs
<b>Rear</b>	320mm ventilated discs
<b>Anti-lock</b>	Standard, with EBD and brake assist

## CABIN NOISE

<b>Idle</b>	44dB
<b>Max revs in third gear</b>	68dB
<b>30mph</b>	58dB
<b>50mph</b>	63dB
<b>70mph</b>	66dB

## SAFETY

<b>ABS, EBD, ESP, CDA, CPA+, Crosswind Assist</b>	
<b>Euro NCAP crash rating</b>	Five stars
<b>Adult occupant</b>	95%
<b>Child occupant</b>	89%
<b>pedestrian</b>	82%
<b>safety assist</b>	71%

## EMISSIONS & TAX

<b>CO<sub>2</sub> emissions</b>	129g/km
<b>Tax at 20/40% pcm</b>	£152/£304

## ACCELERATION IN GEAR

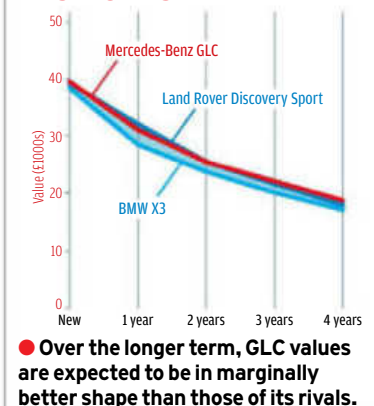
MPH	2nd	3rd	4th	5th	6th	7th	8th	9th
20-40	2.7	4.1	-	-	-	-	-	-
30-50	3.1	3.7	5.2	5.2	-	-	-	-
40-60	-	4.0	5.1	5.1	6.3	8.0	10.9	-
50-70	-	4.8	5.5	5.5	6.5	7.7	10.9	15.7
60-80	-	-	6.4	6.4	7.3	8.4	10.9	16.4
70-90	-	-	7.6	7.6	8.6	10.1	12.0	17.4
80-100	-	-	-	-	10.6	12.6	15.1	-
90-110	-	-	-	-	13.4	-	-	-
100-120	-	-	-	-	-	-	-	-
110-130	-	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-	-
150-170	-	-	-	-	-	-	-	-

## MAX SPEEDS IN GEAR

1	24mph 4700rpm
2	40mph 4700rpm
3	57mph 4700rpm
4	80mph 4700rpm
5	109mph 4700rpm
6	132mph 4700rpm
7	143mph 4372rpm
8	143mph 3660rpm
9	143mph* 3050rpm

RPM in 9th @ 70/80mph = 1792/2048

## RESIDUALS



● Over the longer term, GLC values are expected to be in marginally better shape than those of its rivals.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2016, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the GLC, contact Mercedes-Benz, Tongwell, Milton Keynes MK15 8BA (mercedes.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

**AUTOCAR ROAD TEST**  
Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Mercedes-Benz GLC

**AUTOCAR VERDICT ★★★★★☆**

Pleasant, lavish, typically laid-back Mercedes suits refined tastes



**W**hile Mercedes' delayed entry into the segment has left it faced with a legion of prospective buyers already wedded to their BMW X3s and Audi Q5s, the GLC is spot on in terms of looks, interior panache, practicality and, at least from the 250d, performance and economy. Our reservations mostly concern trim level foibles that pebble-dash gratifying pliancy and plushness with wearying thumps and leave the steering short on consistency.

Faced with a full line-up of tried and tested rivals, and not having driven the GLC on its air springs option, we'd place the AMG Line slightly behind the more modest and accommodating versions of the X3 and XC60. Rating its overall desirability, though, is far easier: there's much of it, and some diligence with the option boxes ought to produce a rounded and luxurious family 4x4 that is well suited to the mature palate.

**TESTERS' NOTES**


**NIC CACKETT**  
Note to self: Mercedes keeps its heated seat switch on the door card. Sensible, but no use only being reminded of where it is pictorially, a week after the car was returned.



**MATT SAUNDERS**  
I drove a car on Merc's long-travel off-road steel coil suspension on the European press launch and preferred the on-road ride to that of the standard car. Shame Merc doesn't offer it separately to the off-road styling pack.

**SPEC ADVICE**

Have a 250d in Sport trim (LED headlights, 18in wheels, parking sensors as standard) and add the Premium Plus package (£2995). Easy peasy.

**JOBS FOR THE FACELIFT**

- Give us more natural steering feel. It doesn't need to be heavy, just feel like it's more connected to the front wheels.
- Either make the 'sport' suspension sporting or delete it.
- Crisper gearshifts in manual mode, please.

**AUTOCAR ROAD TEST TOP5**

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>LAND ROVER</b> Discovery Sport TD4 180 HSE	<b>BMW</b> X3 xDrive20d M Sport	<b>VOLVO</b> XC60 D4 R-Design Lux Nav	<b>MERCEDES-BENZ</b> GLC 250d 4Matic AMG Line	<b>KIA</b> Sorento 2.2 CRDi 4WD KX-4
<b>Price</b>	£39,400	£39,585	£36,360	£39,595	£36,810
<b>Power</b>	178bhp at 4000rpm	187bhp at 4000rpm	187bhp at 4000rpm	201bhp at 3800rpm	197bhp at 3800rpm
<b>Torque</b>	317lb ft at 1750rpm	295lb ft at 1750-2500rpm	310lb ft at 1750rpm	369lb ft at 1600-1800rpm	325lb ft at 1750-2750rpm
<b>0-60mph</b>	8.4sec (claimed, to 62mph)	8.1sec (claimed, to 62mph)	8.1sec (claimed, to 62mph)	7.8sec	9.6sec (claimed, to 62mph)
<b>Top speed (claimed)</b>	117mph	130mph	130mph	143mph	124mph
<b>Fuel economy (combined)</b>	53.3mpg	54.3mpg	62.8mpg	56.5mpg	42.2mpg
<b>Kerb weight (claimed)</b>	1884kg	1820kg	1854kg	1845kg	1953kg
<b>CO<sub>2</sub>/tax band</b>	139g/km, 25%	139g/km, 25%	117g/km, 21%	129g/km, 23%	177g/km, 33%
<b>Verdicts on every new car, p70</b>	The most complete offering in the class. New Ingenium engine further raises its game. ★★★★★	A better drive than the GLC if fitted with variable damping and minus variable steering. ★★★★★	Hamstrung by a lack of AWD with the new engine, but very good if you can do without. ★★★★★	Fine to look at and sit in, the GLC is a worthy addition to the class. Spec carefully, though. ★★★★★	Doesn't currently have the engine to compete properly, but a lot of car for the money. ★★★★★



## LETTER OF THE WEEK

### A sea of troubles

Reading Steve Cropley's drive in the Toyota Mirai got me thinking ('Drink to the Future', 27 January). If we all took up hydrogen cars in this country and each car produced 0.8 litres of water per 10km, there could, in the future, be upwards of 30 million cars at an average of approximately 10,000km per year. By my reckoning, that would be 24 billion litres of water either on the road or forming clouds of vapour every year – from UK cars alone. In the USA, with 253 million cars, the figure would be 202 billion litres of water vapour per year – quite a flood.

Can the drainage system cope? I noticed the next article in the week's magazine is 'Floody Hell'. A bit close for comfort, perhaps?

**John McBride**

*Via email*



### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

### DO THE MATHS

A recent dalliance with a driver on the wrong side of the road resulted in the writing off of my much-loved BMW 135i and the need for a new car.

I test drove a Porsche Cayman and a BMW M235i; the Porsche was a special experience and I set my heart on one, but this changed once I started to negotiate the purchase. With the Porsche, 33% of the monthly payments were interest, whereas on the BMW it was 23%. The difference in residuals was more than wiped out by the additional finance costs.

The decision became easy: I bought the car that gave 95% of the fun 98% of the time, fully specced, for 75% of the cost. Instead of being jealous of Porsche drivers, I lament the quality of maths education and find myself wondering if Porsche realises it is really a bank.

**Mike Salter**

*Via email*

### THE NAME GAME

Recently we had some friends to our house and of course the conversation got round to cars. As the evening went on, the talk of model configurations was expanded upon. Why, these days, is the title of a vehicle so long? Years ago one just bought a Vauxhall Cresta or a Ford Anglia, but now it all seems so convoluted and complicated.

Examples included the Mazda CX-3 2.0 SkyActiv-G120PS SE-L Nav and the Vauxhall Corsa 1.3 CDTi 75 Ecoflex SRI VX-Line.

We appreciate that models have to have credibility, but does anyone else understand this?

**Brian Kipping**

*Berkhamsted, Herts*

*Technically, the snappy names remain – Mazda CX-3, Vauxhall Corsa and so on. The extras on the end just signify the specification and thankfully tend not*



GT Concept: is it hip to be square again?

*to appear with the name badges on the rear of the cars – JB*

### GT OUT OF TOWN

I was surprised by the Vauxhall GT Concept's steering wheel (News, 27 January), which appears to be from the Austin Allegro parts bin. I wonder if it will receive as much adverse comment as the Quatic wheel did back in the 1970s.

**John Gathard**

*Via email*

### TYRED OF RUN FLATS

I agree with Finlay Wells's comments about run-flats (Your Views, 27 January). I have 19in wheels on a BMW 335i on normal tyres, so the ride leaves a little to be desired. I recently went out in a friend's car – the same but with run-flats – and the ride was appalling. I don't believe manufacturers fit run-flats for safety. They do it because it suits their pockets better and reduces the weight of their cars to aid the economy claims.

**Tom Piggott**

*Via email*

### EV-IDENCE?

Electric vehicles are doomed to fail. You can't defy the laws of physics. Unless your mode of transport is a nuclear submarine, the only practical way to independently carry potential energy is in the form of a hydrocarbon. Be it hybrids, internal combustion engines

### AUTOCAR

What you're saying on autocar.co.uk

### Saying goodbye to the Land Rover Defender – an Autocar special

Couldn't LR have kept it in production? Mercedes seems to have managed it with the G-Wagen.

**Beastie\_Boy**

Time for it to go. However, very odd indeed that they aren't immediately replacing it.

**Winston Churchill**

Sad to see it go.

**Cyborg**



Every learner driver should be put in a Landy in a big field for a day.  
**5wheels**

The world was a different place when the Defender was introduced.  
**macaroni**



A Cayman is better than the M235i to drive, but the Porsche's numbers don't add up



# NEXT WEEK

Inside the magazine – on sale 17 February

## COMPARISON



**Ford Focus RS vs VW Golf R** Ford's brilliant new mega-hatch takes on the class leader



## ROAD TEST

### Infiniti Q30

Upmarket hatchback assessed by our experts on road and test track



## FEATURE

### What next for Hyundai?

The Korean brand details its plans for a high-tech future

## INSIGHT



**How to set up a car for the UK** Vauxhall's chassis guru explains how it's done

CONTENTS SUBJECT TO CHANGE



David would like his new Audi A3 e-tron to be able to do more of the driving for him

or anything else, car makers need to concentrate on the efficient and clean conversion of hydrocarbons into motive power, not EVs.

**John Impey**

*Via email*

## TNIO P DOOG

If Levorg spells 'grovel' backwards, then Subaru has missed a trick (Your Views, 27 January). With Subaru's rally history, it should have been Levarg, thus spelling 'gravel' – although now that the manufacturer is to be in the BTCC, maybe it should have been the 'Camrat'?

**Rory Anderson**

*Via email*

## ASSIST ASSISTANCE

Ola Ness asks about lane assist and distance-controlling devices (Your Views, 27 January). I bought an Audi A3 e-tron last July with lane assist and

active cruise control, and I wish these devices would go further.

I wish the active cruise control would operate (almost) permanently. The 'slowing down' feature, which operates when approaching vehicles ahead, would stop me almost running into cars ahead when the cruise control is not set.

The 'lane assist' only operates above 40mph, but I would like it to operate at lower speeds, and the 'buzzing' of the steering wheel when crossing a lane without indicating should be stronger. In fact, you can drive on a motorway with your hands off the wheel and the lane assist will generally keep you in the lane.

My car has a speed limit display. It isn't always accurate, but I wish it would give a warning when I'm driving over the limit.

Almost every function operates from a controller and screen. I question its ergonomics. The radio in my 2006 A3 had buttons for the radio stations (1-6); now I have to change the display to radio and select the stations from the screen. A rotary switch for the e-tron functions would be better. The control for it is okay for left-hand-drive cars but a stretch for right-hand-drive cars. The rotation of the controller is for left-hand-drive cars, too. Remembering which menu a function is in can be quite demanding.

**David Towers**

*Via email*

## A TINY ERROR

I found Steve Cropley's piece on driving the Toyota Mirai interesting ('Drink to the Future', 27 January). My excuse for what I say next comes from a good friend who works at the Institute of Chemical Engineers. I know he would point out that when Steve refers to the journey not pumping out "an atom" of CO<sub>2</sub> or toxic emissions, what he means is a molecule. I know. I'll get my coat.

**Simon Bartlett**

*Via email*





# OUR CARS

A week in the life of Autocar's fleet



## Range Rover Sport

**FINAL REPORT** It's no secret that in a year and nearly 28,000 miles, the Range Rover Sport really got under our skin. So what were the high points – and were there any lows?

Given that previous stories have already labelled our outgoing Range Rover Sport “convenient, comfortable, inspirational and endlessly useful”, you wouldn’t expect us to start changing our opinion for this end-of-year review, especially when our group of a dozen drivers has unanimously enjoyed the task of putting 27,900 miles under the car’s wheels.

It’s a fact of life about cars that live on a fleet that you can judge ability and driving pleasure in terms of miles

accumulated. The fact that our Sport has nearly trebled an average owner’s mileage in a year, despite being neither the most economical nor the most city-friendly choice available, gives you a clue to its excellence. The special ability of Range Rover designers and engineers has always been to create cars you just enjoy being in, and this Sport has that quality in spades.

So, having decided all over again that the Sport is a good car, what should we do with the next 700 words? Given that

a Range Rover Sport’s specification can vary widely and is quite complex (not to mention the fact that equipment is pricey), perhaps we should run through the decisions we made setting up our Sport, stuff like our choice of an HSE Dynamic, its metallic red paint, the 21in wheels, the sunroof, the seven-seat configuration, the choice of an ‘entry-level’ V6 diesel (instead of a 503bhp petrol V8 or a 349bhp V8 diesel) and the xenon headlights with high beam assist. Every one of them has a story attached.

We chose an HSE Dynamic to take advantage of the new on-road Dynamic setting on the Terrain Response dial that sharpens steering, suspension and throttle to deliver more of the ‘Sport’ part of the name. It’s still not exactly agile (which 4.85m-long, 2.2-tonne SUV could be?), but it steers accurately, hustles along with brisk traffic, rolls surprisingly little in corners and yet still rides well. Would I choose another Dynamic? For sure. And it works brilliantly with the V6 (which now comes

LOVE IT



### V6 DIESEL

Power has been hiked since our car was made, but ours was torquey and potent.



### DRIVING POSITION

No one has matched RR’s mix of comfort and view out; Sport is more car-like.



### BODY STYLING

The Sport has presence, far more of it than the rather angular previous model.

LOATHE IT



### THIRD ROW

Room for kids, but third row is next to useless for adults. Access isn’t good, either.



### BOOT COVER

A rare point of bad design: looks cheap, twists easily and seems easy to damage.



HONDA  
CIVIC TYPE RJAGUAR  
XELAND ROVER  
DEFENDERLEXUS  
NX300HMAZDA  
CX-3MAZDA  
MX-5MCLAREN  
650S  
SPIDERRANGE ROVER  
SPORTSSANGYONG  
TIVOLIVAUXHALL  
CORSA VXRVOLVO  
XC90

Matt Burt



Darren Moss



Matt Prior



Mark Pearson



Mel Falconer



Matthew Burrow



Mark Tisshaw



Steve Cropley



Jimi Beckwith

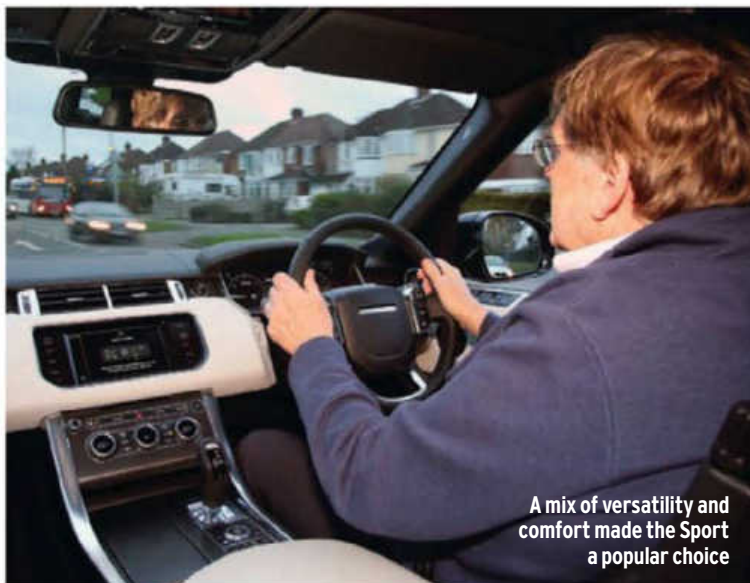


Mark Tisshaw



Matt Prior

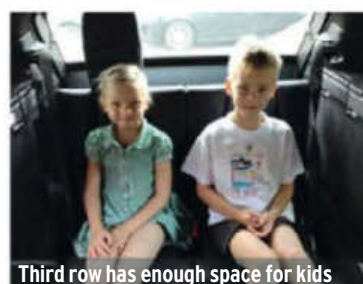
It's no hot hatch, but the Sport contains its mass well in corners



A mix of versatility and comfort made the Sport a popular choice



The V6 diesel's economy impressed us



Third row has enough space for kids

with 10% more power, at 288bhp to our 255bhp). When the 0-60mph time is in the sevens and average economy is in the early 30s, a more expensive engine choice doesn't make sense.

How about the Autobiography spec we didn't choose, which denied us luxuries such as soft-close doors? Admittedly it would have cost us less than the £10k shown in the price list, because we wouldn't have had to pay £1700 extra for our sliding sunroof or £700 for surround cameras. But given that I never once missed the soft-close function, that I dislike sunroofs for their added weight and wind noise and never really found a use for the cameras (fore/aft parking sensors will do me), I think we were right to go for HSE Dynamic.

In my book, the extra money we put into heated front and rear seats (£500) and a heated steering wheel (£175) was well spent, but the adaptive xenon headlights (with high beam assist) are a mixed blessing. There's no doubt the xenons give a better view of the road

## The Sport has strolled through its life with us while collecting flattering adjectives

at night – just this would have been worth the paltry £150 charged – but I never had full confidence in their automatic high beam dipping (and was frequently flashed by oncoming drivers), so I spent my time with the car turning the auto lights on and off, never reaching a settled position. The concept of automatic lights is all well and good, but for me the Sport's lights don't work quite well enough.

All of which leaves our last option choice: the Sport's powered seven-seat system. It's certainly neat. The third-row seats fold so easily into the load bay floor that you'd hardly know they were there, and when retracted they neither reduce load capacity nor prevent the Sport from having its all-important loading floor. But when erect they're really only good for kids, and small

kids at that. Getting in and out is difficult even for small adults and the seating space is tight.

For my own use, all logic said our Sport didn't need the folding third row, but it was ideal for Mr Holder's kids (aged six and eight) when two couples needed carrying. Besides, when we're discussing equipment choices like this – the sunroof is another – there's always the nagging feeling that if you don't buy a strategically important gadget, you'll lose out at trade-in time. This matters less, happily, in the PCP land we all now inhabit, but it's still a factor. I often think full-house cars like the Autobiography depend for their sales on buyers' reluctance not to tick every box.

Colour? We usually choose them to make good pictures; photographers have a hard time with dull or dark cars

## TEST DATA

### LAND ROVER Range Rover Sport 3.0 SDV6 HSE Dynamic

#### TEST STARTED 15.12.14

Mileage at start	1012
Mileage at end	28,925

#### PRICES

List price new	£66,250
List price now	£67,150
Price as tested	£70,975
Dealer value now	£58,000
Private value now	£55,000
Trade value now	£50,000

#### OPTIONS

Sliding panoramic sunroof £1700, powered 5+2 seating £1500, surround camera system £700, heated front and rear seats £500, leather heated steering wheel £175, adaptive xenon headlights with high beam assist £150

#### FUEL CONSUMPTION AND RANGE

Claimed economy	38.7mpg
Fuel tank	89 litres
Test average	32.5mpg
Test best	39.1mpg
Test worst	24.5mpg
Real world range	550 miles

#### TECH HIGHLIGHTS

0-62mph	7.8sec
Top speed	130mph
Engine	V6, 2993cc, twin-turbo, diesel
Max power	255bhp at 4000rpm
Max torque	442bhp at 2000rpm
Transmission	8-spd automatic
Boot	784-1761 litres
Wheels	21in, alloy
Tyres	275/45 R21
Kerb weight	2115kg

#### SERVICE AND RUNNING COSTS

Contract hire rate	£713
CO <sub>2</sub>	199g/km
Service costs	£225.70
Other costs	New rear tyre £238.50
Fuel costs	£4881
Running costs inc fuel	£5345
Cost per mile	19.2 pence
Depreciation	£20,975
Cost per mile inc depreciation	93.5 pence
Faults	Cracked windscreen (replaced via insurance claim)

#### PREVIOUS REPORTS

7 Jan 2015, 28 Jan, 4 Feb, 4 Mar, 8 Apr, 6 May, 10 Jun, 1 Jul, 5 Aug, 2 Sep, 30 Sep, 18 Nov

on grey days. At the outset, I felt a metallic red would lack the gravitas a Range Rover needed, and I still believe it would, for the full-fat model. But it now seems just right for the Sport. I never see one in our colour on the motorway without feeling a little glow.

The Sport has strolled through its 27,900-mile life with us while collecting flattering adjectives. Of them all, the two that stand out are 'versatile' and 'enjoyable'. It accomplished every one of the wide range of tasks with which it was confronted and pleased its driver for every yard of every mile. The day it left was bad indeed.

steve.cropley@haymarket.com



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# BMW 220d Active Tourer

**Mileage | 15,300** Our compact MPV has come off worse during an interface with a lorry

**O**ur 2 Series Active Tourer is donning some battle scars, although not when it comes to parking in tight spaces. In our last update we mentioned that our long-term BMW had been subjected to an unsolicited scraping by an HGV while waiting at a junction.

The impact may have occurred at low speed as the traffic trundled by at the busy intersection, but the jolt it caused was enough to shunt the BMW forwards. The majority of the damage was on the rear portion of the Active Tourer's driver's side, with the front escaping from the worst of it.

The sum total of damage included three scrapes to the rear passenger door, with two fairly deep intrusions into the Estoril Blue paintwork, some damage to the rear panel by the wheel



Rear-view camera is useful in tight spots, but John finds its guidelines distracting



Errant lorry caused cosmetic damage

arch and a sizeable chunk removed from the alloy wheel (remarkably, the tyre escaped unscathed). The driver's door also has a small scratch on it, while the mirror lens was cracked while its housing managed to stay intact, which is some consolation. A quick call to the insurance company has arranged for the car to be carted off to a BMW centre in Battersea for repairs, so hopefully it will be as good as new soon.

One area – or rather two areas – I would expect to accumulate some scrapes and indiscretions are the front and rear bumpers. Such minor scuffs come with the territory of on-street parking and the negotiation of tight, opportunist spaces. Thankfully, the 2 Series Active Tourer, despite being an MPV, is still relatively small and therefore perfect for parking on the narrow streets near my house. Its small size makes it manageable, while the reversing camera and rear parking sensors certainly help with squeezing into those awkward spaces.

But one thing I can't fully understand is the need for the guidelines and on-screen boxes which indicate how close you are to other objects. They may be useful for some people, but I find them intrusive and distracting.

john.bradshaw@haymarket.com

## BMW 220d Active Tourer M Sport

**Price** £29,540 **Price as tested** £35,090

**Economy** 43.9mpg **Faults** None

**Expenses** None **Last seen** 20.1.16



# Ssangyong Tivoli

**Mileage 3648**

We've passed 3600 miles in the Tivoli, so its surprising list of capabilities is trodden ground. To rain on the parade, then, the handbrake button has failed, retreating inside the lever and only returning when teased out manually at every traffic light. It's not a profound

or life-endangering fault, but it is at best an inconvenience and at worst a precursor to dinged bumpers.

So, not wanting to take any chances, I took the car to my local Ssangyong dealer, where the lever was quickly fixed under warranty – the dealer adding that the problem has occurred

on many Tivolis. A quick phone call seemingly alerted Ssangyong to the issue, although with fewer than 1000 Tivolis on the road and four other model lines with limited production numbers, their unawareness of the problem is partly justifiable.

A more worrying pattern is beginning to emerge with the Tivoli, however. Niggling build quality issues and non-intuitive points are growing in number. An intermittently sticky door handle, which doesn't sit flush even when working perfectly, kicked things off, and a middle rear seatbelt with no release button – just a small hole and the instruction 'PRESS' – held a passenger captive until the confusing set-up was figured out. Meanwhile, the relatively button-heavy dashboard sports a worrying number of blanked-off buttons and some wobbly switchgear. It takes a keen eye, but it's becoming clear how Ssangyong manages to keep its prices so low.

My short commute has reduced the Tivoli's average fuel economy to a less

than impressive 39mpg, a figure that even the 20-mile round trip to the Ssangyong dealer and a leisurely motorway cruise to Southampton and back did little to improve. If fuel prices rise from their latest trough, I'll have to heavily adapt my driving style, lest I spend more on filling up than I'd bargained for.

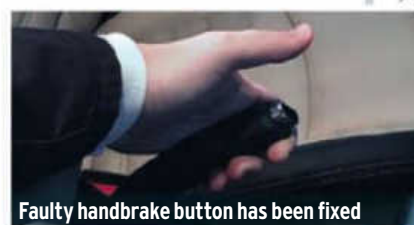
james.beckwith@haymarket.com

## Ssangyong Tivoli 1.6 Diesel ELX

**Price** £17,250 **Price as tested** £18,150

**Economy** 39.0mpg **Faults** Broken handbrake button (fixed under warranty)

**Expenses** None **Last seen** 20.1.16



Faulty handbrake button has been fixed





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# Volvo XC90

**Mileage | 3010** Comparisons with a departed Defender and confused by a fiddly key fob

**T**hat the Land Rover Defender I was running has only recently returned to its maker means the swap from one long-term test car to another has been rather more protracted than usual, with each continually reminding me of its respective merits.

Chief among the XC90's is that it's a car keen to keep you comfortable for lengthy amounts of time. Its first-rate seats are thoroughly comfortable and matched by a steering column with more adjustment than you'd need.

The fuel range is easily over 500 miles, too. Funny what a difference that makes. When the fuel gauge on the Land Rover (no more than 300 miles between fills) reached halfway, it'd begin playing on my mind that, on the kinds of journey I usually do, I might have to plan to refuel. In the XC90 I can just drive, letting my need for tea and Jaffa Cakes dictate when I stop.

Not that the Volvo isn't without foibles, but there's nothing that'll continually annoy me, I think. Usually I'm not a fan of an electric tailgate and I'd prefer a manual one here, but the XC90's closes so quickly that actually I don't mind it, especially as you can open or close it from the key fob, or via a button on the dashboard.



Fantastically comfortable seats make the most of the XC90's 500-mile-plus range

Ah, yes, the key fob. It's a neat-looking thing, no question, and no, technically you don't need it at all, because the XC90 has keyless go. But, and maybe it's habit, I prefer to lock and unlock a car via a button, and the Volvo's tiny ones are perched stupidly down the side of the fob, rather than clearly and plainly in the middle. It looks classier, but they're impossible to make out in the dark. And should you accidentally press the button on the opposite side of the 'unlock' button, it sets the alarm off because it's the emergency button – an emergency button that you'd have no chance of finding quickly in, y'know, an emergency.

Elsewhere, the Volvo is well versed for emergencies. I've turned down the sensitivity of the City Braking system and the Lane Keep Assist is now off entirely, because both irritate me. But there are other, handier security features I'm fond

of. The Volvo will sense if some one is about to run into the back of it and ease off its brakes and tighten the belts to mitigate whiplash. Those same sensors look sideways if you're backing out of a parking space and tell you if anything is coming (for those despicable people who park nose first in parking bays).

Parking either way round reminds you that the Volvo is comfortably sized to seat seven (I haven't used the rear pair of chairs yet). Its length is rarely a problem, but it's an extremely wide car, at 2008mm, and, although the mirrors are large and there are 360deg cameras, in multi-storey car parks you rarely forget its girth. A Defender, by comparison, is narrower than a Ford Fiesta. But you can't have everything, and it's a price that such luxury and interior spaciousness demand.

**matt.prior@haymarket.com**

## VOLVO XC90 D5 Momentum

**Price** £45,750 **Price as tested** £51,770  
**Economy** 33.9mpg **Faults** Electronic niggles  
**Expenses** None **Last seen** 27.1.16

## THE LOG BOOK



### Bentley Continental GT

**Mileage** 23,779 **Last seen** 27.1.16  
Bit of trouble with one of the Conti's tyre valves: turns out they're made of soft alloy that can be damaged by clumsily adjusting the pressures. I did this in the morning half-light, and Kwik Fit couldn't fit a new one because there are special pressure monitors built in. Instead, a nice bloke from Bentley Surrey came to sort me out, all under warranty. **SC**



### Honda Civic Type R

**Mileage** 4533 **Last seen** 27.1.16  
I've made some late-night trips across the Cornish moors recently, where a shortage of street lights emphasises the reflections in the Civic's windscreen. Light from the dials appears to first reflect off the shiny black plastic on the dash and then onto the screen. It puts a ghostly glow right in my eyeline and, combined with the moorland fog, makes visibility challenging. **MB**



### BMW M4

**Mileage** 14,568 **Last seen** 20.1.16  
I don't really get the obsession with multiple driver modes, but I recently enjoyed mooching along the A1 in pre-configured M1 mode (everything in Comfort) before switching to M2 (driver aids off, the rest turned up to 11) for a series of roundabouts. From cruiser to bruiser at the push of a button, it really did feel like I had two cars in one. **DT**



Side-mounted key fob buttons are difficult to make out



# DEALS

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## Water, water everywhere

Flood-damaged cars are turning up on the used market. **James Rupert** seeks them out

**W**ho's the U-boat captain?" is one of the better lines from *Risky Business*, the Tom Cruise film partly about a drowned Porsche 928. I may dream about buying a damp early 1980s Porker, but, as you may have read in *Autocar* a couple of weeks ago, a lot of people have lost their cars to floodwater recently, which means we need to be on the lookout for recently submerged used cars.

For the fully insured motorist, there isn't much of a problem. They get a payout, which may or may not be satisfying, and a loan car (I recently enjoyed negotiating that one) while their old car goes into the salvage system.

That is all very clear, as you can then find clearly identified flood-damaged

cars at specialist companies. Category Bs are breakers, Cat Cs are salvage and Cat Ds are repairable. Some companies even provide repair estimates, which are rarely less than a couple of grand. You can even bid online for them.

With an hour to go in an online auction, I'm looking at a flooded late-model 2005 MG ZR 105, which is up to £50. The pictures are pretty good and it looks dusty rather than damp inside, with some doodles on the dashboard, but the exterior has some of the random knocks that afflict flooded cars.

Then I came across a 2004 MG ZS that was at £90, so it has been a wet old time for old rebadged Rovers. After that, there was a £40 Smart that would take a motorcycle engine transplant and

**If it smells like a previously flooded car then it probably is**

had been re-registered on a Q-plate. So if you have a trailer, there are hundreds of projects to choose from. The fancy stuff (although not Porsche 928 level) included a Cat D 2012 BMW 3 Series at £10k.

What we need to steer clear of, though, are the uninsured ones that slip back into the used market after a steam clean and brush-up with no mention that water may have lapped over the sills.

A few years ago I spent some time with a buyer who had seen it all more than once, including plenty of U-boats. So while we all forget to look too closely when it's sunny outside and we're eager for a fresh set of wheels, what should we look for to avoid the flooded stuff?

There are obvious signs, such as tide





**P66 James Rupert**  
Used car expert



**P68 Mark Pearson**  
Deals expert



**P70 Nic Cackett**  
Data expert

Rupert found a flood-damaged MG ZR in an online auction for £50

## BANGERNOMICS BEST BUYS



### READER'S CAR: CITROËN SAXO

Simon Ford was out shopping with his family when he bumped into an old mate who offered him a Citroën Saxo for £300. It was a 2000 five-door 1.5 SX diesel with 87,000 miles on the clock and loads of history.

"My wife and I looked at each other and nodded," says Simon. "I thought it'd make a great mother's day present, and my eldest daughter had just passed her driving test. I know it's going to give my wife and daughter a few years' hassle-free Bangernomics motoring."

### SEND YOUR BANGERNOMICS TALES TO JAMES

Twitter: @Bangernomics  
Email: james@bangernomics.com



### WHAT CAUGHT MY EYE THIS WEEK

A reader asked if he should buy a Land Rover Discovery 2 he's been offered. I said no – based on personal experience, of course. A Disco 1 is a different matter, though. Now that's a workhorse.



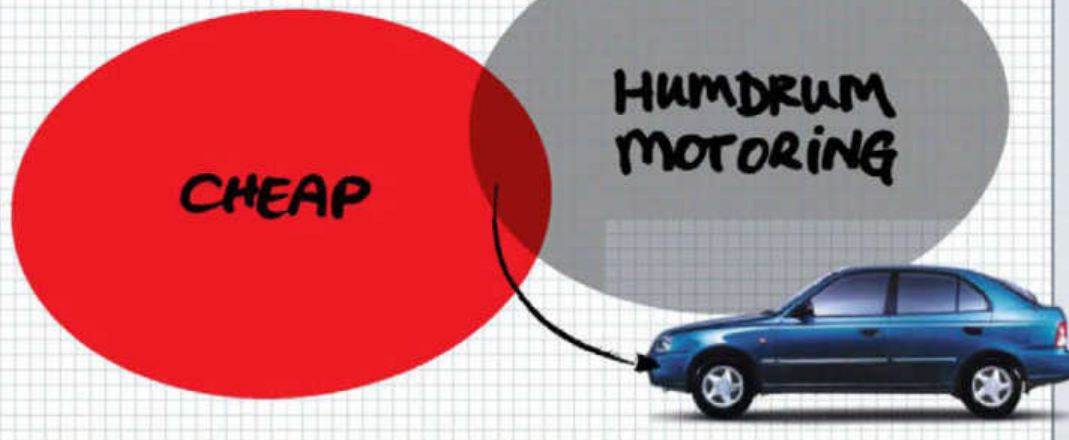
Silted-up cabin is a sign of flood damage

marks around the upholstery and damp carpets, plus silt under the bonnet. A few months down the line, though, these are gone. So it's corrosion to bolts on the seats, random bumps on the bodywork and general electrical upsets. Actually, this is starting to sound like my BMW 7 Series.

However, if it smells like a previously flooded car then it probably is. If the valet has been half-hearted, you'll find grime in the crevices, although you could blame that trip to the seaside with the kids. As ever, be careful out there – and keep dry if you can.

### USED CAR DILEMMA: HYUNDAI ACCENT

We all know driverless cars are coming, but in the meantime there are still dull, efficient and reliable ways to get around without having to think too hard. The Accent has enough room, just enough engine and hardly any price. Perfect.





# Seriously quick Q-cars from £2k

These cars may look unassuming, but they possess eye-opening potency and can be yours for surprisingly little cash, says **Mark Pearson**

## 1 Mercedes-Benz E55 AMG (2003-2006)

AMG's tarted-up Mercs can be a bit brash in their bodywork, but the E55 AMG, based on the third-generation E-Class, is nicely understated. There's power, pace and poise, of course, but to look at its sedate four-door body (there's a five-door estate, too) you might not guess it.

A 469bhp 5.4-litre supercharged V8 propels this taxi-rank Merc from

0-62mph in just 4.7sec and on to 155mph, while AMG air springs mean you can chuck it into bends without fuss. It rides well, too, and can cruise across Europe flat out all day.

The interior and oily bits are pretty bombproof, but check carefully for rust. You can buy one now with 100,000 miles behind it for as little as £8000.



2



## Audi S8 (2006-2009)

The original S8 was devilishly handsome but discreet and gentlemanly. By this second iteration it had really let its hair down, with a 444bhp 5.2-litre V10 (derived from the unit in the Lamborghini Gallardo) providing the go. It is suitably rapid, with 0-62mph dispatched in 5.1sec and a limited top speed of 155mph.

Underneath, there's the usual

four-wheel drive quattro gubbins and clever differentials, as well as active air suspension and even some massive optional carbon-ceramic brake discs. The cabin is spacious and delightfully comfortable, lavishly leathered and trimmed with carbonfibre. You've got all the kudos of that aluminium chassis, too.

Buy a good one now from just £18k.

## Bentley Continental Flying Spur W12 (2005-2013)

With its imposing four-door body and opulent interior, you might not expect this massive Bentley to offer true Q-car performance, but mash your foot to the Wilton and this luxurious behemoth will waft from 0-62mph in 5.2sec and on to nearly 200mph.

Under the bonnet is a responsive 552bhp 6.0-litre W12 that drives all four

wheels. It handles surprisingly well for something so large, and on active air suspension the ride is as cossetting as the leather that lines the cabin.

Look closely and you'll spot the Volkswagen bits, but none of that can detract from this tempting combination of speed and glamour, which can now be bought for as little as £30,000.

3







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4



### Mitsubishi Galant VR4 (1996-2006)

The eighth-generation Galant was a handsome and beautifully made saloon or estate. Its range-topper was this VR4, a sporty number that still looked elegant despite gaining a deep air dam, arch-filling alloys and a fruity rear spoiler.

It's powered by a lively 276bhp twin-turbo 2.5-litre V6 which, combined with either a five-speed manual or

clever four-speed semi-auto 'box, could propel the car to 60mph in just over five seconds and on to more than 150mph.

Full-time four-wheel drive keeps the tyres in order, and it's still a remarkably pleasant thing to drive quickly. Hurry, though, as only 200 VR4s were officially imported and prices are on the up. For now, around £2000 buys a good one.

### Volkswagen Phaeton W12 (2003-2016)

It may look like no more than a puffed-up Passat, but the understated Phaeton is a genuinely impressive luxury limo, packed full of Volkswagen's best technology.

It is large, luxurious and exquisitely made. A 414bhp 6.0-litre W12 engine (related to the one in the Flying Spur) is allied to a permanent four-wheel drive system. Such power makes it fast, pushing the Phaeton from 0-60mph

in just 6.0sec and on to a (limited) top speed of 155mph. It shares its platform with the Flying Spur, too, so its handling is surefooted and its ride supple.

The star of the show, however, is the lavish and spacious interior, packed with high-tech kit and amazingly comfortable leather seats. Finding one isn't easy, but such velvet-glove performance can be yours from about £10,000.

5





## Autocar's star ratings explained

- ☆☆☆☆☆ Inherently dangerous/unsafe.  
Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively  
significant failings.
- ★★☆☆☆ Very poor. Fails to meet any  
accepted class boundaries.
- ★★★☆☆ Poor. Within acceptable  
class boundaries in a few areas. Still  
not recommendable.
- ★★★★☆ Off the pace. Below average in  
nearly all areas.
- ★★★★★ Acceptable. About average in key areas, but  
disappoints.
- ★★★★★ Competent. Above average  
in some areas, average in others.
- ★★★★★ Outstanding in none.
- ★★★★★ Good. Competitive in key areas.
- ★★★★★ Very good. Very competitive  
in key areas, competitive in  
secondary respects.
- ★★★★★ Excellent. Near class  
leading in key areas, and in some  
ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 83**

Make and Model	Price	Bhp	CO <sub>2</sub> /g/m	Insurance group
<b>ABARTH</b>				
<b>S95 3dr hatch</b> Good value hot hatch. In Exeunte form it's great fun to drive. ★★★★★				
1.4 T-Jet	£16660	131	155	26
1.4 T-Jet Turismo	£20890	158	155	26
1.4 T-Jet Competizione	£19390	130	155	26
<b>S95 CONVERTIBLE 2dr open-top hot hatch</b> Has a better ride than the tin-top car. ★★★★★				
1.4 T-Jet	£16660	131	155	26
1.4 T-Jet Turismo	£20890	158	155	26
1.4 T-Jet Competizione	£21890	130	155	26
<b>ALFA ROMEO</b>				
<b>MILO 3dr hatch</b> Classy, well equipped and cheap. No dynamics benchmark. ★★★★★				
1.78 Progression	£18190	116	130	9
1.9 Td Twinkl 105 Progression	£12840	105	99	13
1.9 Td Twinkl 105 Junior	£14940	105	99	13
1.9 Td Twinkl 105 Distinctive	£14140	105	99	13
1.9 Td Twinkl 105 OF Line	£16190	105	117	19
1.4 160 W-air TCT Distinctive	£17710	130	124	22
1.4 160 W-air TCT OF Line	£18490	130	124	22
1.4 170 W-air TCT OF Line	£20590	160	124	27
1.7 JTDm 2.185 Progression	£14440	94	90	11
1.7 JTDm 2.85 Junior	£15590	94	90	11
1.7 JTDm 2.85 Distinctive	£16740	94	90	11
1.7 JTDm 2.85 OF Line	£18190	116	117	19
1.7 JTDm 2.85 Distinctive	£19190	116	117	19
1.7 JTDm 2.85 OF Line	£20690	116	117	19
<b>GIULIETTA 3dr hatch</b> Stylish, relaxing family hatch. A new era for Alfa. ★★★★★				
1.4 Td 120 Progression	£18490	118	148	11
1.4 Td 120 Distinctive	£19390	118	148	11
1.4 Td 120 150 Sport	£20890	148	131	29
1.4 Td 120 150 OF Line	£21790	148	131	29
1.4 Td Multihar 170 Distinctive	£22590	160	131	23
1.4 Td Multihar 170 OF Line	£24240	160	119	23
1.4 Td Multihar 170 OF Line TCT	£25490	160	119	23
1.4 Td Multihar 170 OF Line TCT	£27990	160	119	23
1.6 JTDm 2.185 Progression	£19590	101	115	18
1.6 JTDm 2.185 Distinctive	£20540	101	115	18
1.6 JTDm 2.185 OF Line	£22590	101	115	18
1.6 JTDm 2.185 OF Line	£23790	148	119	23
1.6 JTDm 150 OF Line	£25490	148	119	23
1.6 JTDm 150 OF Line TCT	£27490	148	119	23
1.6 JTDm 150 OF Line TCT	£27990	148	119	23
1.750td 160 W-air TCT	£28230	237	162	33
<b>4dr coupe</b> A singular statement. Flared, powerful, but the best current Alfa by miles. ★★★★★				
1.751	£51320	240	157	58
1.751 Spider	£59980	240	157	58
<b>ALPINA</b>				
<b>B3 4dr saloon</b> Rapid, stable and a cheaper alternative to an M1. ★★★★★				
B3 4dr saloon	£25450	240	127	-
<b>B3 TOURING 3dr estate</b> Rapid, stable BMW-based estate. ★★★★★				
B3 4dr saloon	£28590	240	129	-
<b>B4 2dr saloon</b> Rapid, stable and a cheaper alternative to an M4. ★★★★★				
B4 4dr saloon	£28590	240	127	-
B4 4dr saloon Convertible	£42990	240	136	-
<b>B5 4dr saloon</b> Hope pace, but let down by unimpressive dynamics. ★★★★★				
B5 4dr saloon	£MA	292	221	-
<b>4dr saloon</b> Precise dynamics with added Alpina livery and a great engine. ★★★★★				
B3 4dr saloon	£41950	245	139	58
<b>B3 TOURING 3dr estate</b> Rapid, stable but BMW-based estate. ★★★★★				
B3 4dr saloon	£44950	245	142	-
<b>4dr coupe</b> Precise dynamics with added Alpina livery and a great engine. ★★★★★				
B4 4dr saloon	£50950	245	139	-
B4 4dr saloon Convertible	£45950	245	154	-
<b>4dr saloon</b> Rapid, stable and a cheaper alternative to an M5. ★★★★★				
B5 4dr saloon	£52950	245	155	-
<b>B5 TOURING 3dr estate</b> Rapid, stable and a cheaper alternative to an M5. ★★★★★				
B5 4dr saloon	£55950	245	163	-
<b>4dr 3dr 4dr</b> Alpina's first SUV is a triumph. Highly tail, capable and desirable. ★★★★★				
X3 4dr	£24560	245	174	-
<b>ARIEL</b>				
<b>Atom 4dr open</b> Superbly fast track machine as exhilarating as a cat's paw. ★★★★★				
245	£29271	245	-	-
245	£34219	310	-	-
<b>NOMAD 4dr open</b> Superbly fast track machine as exhilarating as a cat's paw. ★★★★★				
225	£MA	235	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but still as charming. ★★★★★				
5.9 V12	£149144	552	300	-
<b>VANTAGE 2dr coupe</b> Stunning hot rod sports car. V12 is a new benchmark for Aston. ★★★★★				
4.7 100	£81231	470	321	-
4.7 100 S	£99995	470	321	-
5.9 V12	£139145	565	-	-
<b>VANTAGE ROADSTER 2dr open</b> Drop-top Aston is the Vantage's relaxed nature. ★★★★★				
4.7 100	£89895	470	321	-
4.7 100 S	£110100	470	321	-
5.9 V12	£140145	565	343	-
<b>B99 VOLANTE 2dr open</b> Facelifted improvement, dynamically. ★★★★★				
5.9 V12	£140177	518	333	-
<b>B99 2dr coupe</b> Enchanting looks, but ride is choppy. ★★★★★				
5.9 V12	£140177	518	333	-
<b>MANAGERIAL best</b> ★★★★★				
<b>VANGUISH 2dr coupe</b> A British approach for British roads. Looks the business, too. ★★★★★				
5.9 V12	£239995	564	290	-
<b>VANGUISH VOLANTE 2dr open</b> A British approach for British roads. Looks the business, too. ★★★★★				
5.9 V12	£239995	564	290	-
<b>AUDI</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined. ★★★★★				
1.7 TFSI 95 SE	£14530	97	97	15
1.7 TFSI 115 SE	£15605	114	97	15
1.7 TFSI 150 Sport	£16505	97	97	15
1.7 TFSI 125 Sport	£16505	127	115	21
1.7 TFSI 115 SE	£17890	114	97	15
1.7 TFSI 125 SE	£17890	127	117	21
1.7 TFSI 125 SE	£19405	148	112	25
1.7 TFSI 115 SE	£19515	114	97	15
1.7 TFSI 125 SE	£21290	148	117	25
1.7 TFSI 125 SE	£21710	148	119	25
1.7 TFSI 231 SE	£25595	238	162	33
<b>A1 SPORTBACK 3dr hatch</b> Real roads, not convenience to affordance package. ★★★★★				
1.7 TFSI 95 SE	£15150	97	97	15
1.7 TFSI 115 SE	£16275	114	97	15
1.7 TFSI 150 Sport	£17125	97	97	15
1.7 TFSI 125 Sport	£17525	127	118	21
1.7 TFSI 115 SE	£18200	114	97	15
1.7 TFSI 125 SE	£19520	127	119	21
1.7 TFSI 150 SE	£20315	148	112	25
1.7 TFSI 115 SE	£20915	114	97	15
1.7 TFSI 150 Black Edition	£21910	148	112	25
1.7 TFSI 115 Black Edition	£21910	114	102	19
1.7 TFSI 231 SE	£26730	238	166	33
<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf. ★★★★★				
1.2 TFSI 100 SE	£18865	108	114	17
1.4 TFSI 125 SE	£20165	127	117	20
1.4 TFSI 150 SE	£21015	148	105	24
1.4 TFSI 110 Ultra SE	£21115	108	99	19
1.4 TFSI 150 SE	£22665	148	108	23
1.4 TFSI 110 Ultra SE Technik	£21865	108	99	19
1.4 TFSI 150 SE Technik	£22015	148	108	23
1.2 TFSI 110 Sport Navigation	£20265	108	117	20
1.4 TFSI 125 Sport Navigation	£21565	127	122	20
1.4 TFSI 150 Sport Navigation	£22405	148	104	24
1.4 TFSI 110 Sport Navigation	£22515	108	105	18
1.4 TFSI 150 Sport Navigation	£23865	148	105	23
1.4 TFSI 150 Sport Nav quattro	£25295	148	125	-
1.4 TFSI 184 Sport Navigation	£25135	181	112	28
1.4 TFSI 125 SE Line Navigation	£23115	127	124	20
1.4 TFSI 150 SE Line Navigation	£24565	148	114	24
1.4 TFSI 180 SE Line Nav quattro	£27155	187	152	28
1.4 TFSI 110 SE Line Navigation	£24665	108	107	18
1.4 TFSI 150 SE Line Navigation	£26615	148	109	23
1.4 TFSI 184 SE Line Navigation	£27445	180	127	-
1.4 TFSI 184 SE Line Navigation	£27785	181	114	28
1.4 TFSI 300 SE quattro	£31230	296	162	36
<b>A3 SALOON 4dr saloon</b> All the A3's standard attributes in a saloon body. ★★★★★				
1.4 TFSI 150 Sport Navigation	£23385	148	110	24
1.4 TFSI 110 Sport Navigation	£23685	108	104	18
1.4 TFSI 110 Sport Nav quattro	£25115	108	127	15
1.4 TFSI 150 Sport Nav quattro	£25805	148	107	24
1.4 TFSI 184 Sport Nav quattro	£26665	148	125	23
1.4 TFSI 184 Sport Navigation	£26305	181	112	28
1.4 TFSI 150 SE Line Navigation	£25755	148	112	24
1.4 TFSI 180 SE Line Nav quattro	£30075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
1.6 TFSI 180 SE Line Nav quattro	£34075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
1.6 TFSI 180 SE Line Nav quattro	£34075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
1.6 TFSI 180 SE Line Nav quattro	£34075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
1.6 TFSI 180 SE Line Nav quattro	£34075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
1.6 TFSI 180 SE Line Nav quattro	£34075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
1.6 TFSI 180 SE Line Nav quattro	£34075	187	152	28
1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
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1.6 TFSI 110 SE Line Navigation	£25805	108	106	18
1.6 TFSI 150 SE Line Nav quattro	£27185	148	127	23
1.6 TFSI 184 SE Line Nav quattro	£27845	181	114	28
1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro	£29630	181	112	28
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1.6 TFSI 150 SE Line Nav quattro	£29755	148	112	24
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1.6 TFSI 150 SE Line Nav quattro	£28365	148	125	23
1.6 TFSI 184 SE Line Nav quattro				



Official fuel consumption figures for the Audi A5 Sportback Black Edition Plus 2.0 TDI 190PS manual in mpg (l/100km): Urban 47.9 (5.9), Extra Urban 62.8 (4.5), Combined 56.5 (5.0). CO<sub>2</sub> emissions: 132g/km. Fuel consumption and CO<sub>2</sub> figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at [audi.co.uk](http://audi.co.uk) and at [dft.gov.uk/vca](http://dft.gov.uk/vca)



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3.0 TDI 218 SE quattro	£42,245	215	138	40
3.0 TDI 272 SE quattro	£43,805	268	138	42
3.0 TDI 320 SE quattro	£48,515	316	164	44
3.0 TDI 190 S Line Ultra	£36,870	187	119	33
3.0 TDI 190 S Line quattro	£40,660	187	123	35
3.0 TDI 218 S Line	£43,810	215	125	35
3.0 TDI 218 S Line quattro	£44,770	215	138	40
3.0 TDI 272 S Line quattro	£46,330	268	138	42
3.0 TDI 320 S Line quattro	£51,040	316	164	44
3.0 TDI 190 Black Edition Ultra	£39,445	187	119	33
3.0 TDI 190 Black Ed quattro	£42,335	187	123	35
3.0 TDI 218 Black Edition	£45,105	215	127	35
3.0 TDI 218 Black Ed quattro	£46,660	215	138	40
3.0 TDI 272 Black Ed quattro	£48,520	268	138	42
3.0 TDI 320 Black Ed quattro	£53,330	316	164	44
4.0 TFSI 450 SE quattro	£58,545	444	214	47
4.0 TFSI 450 SE quattro	£58,545	352	223	50
4.0 TFSI 605 RS Performance	£66,600	596	223	52
<b>A6 ALLROAD Sdrive</b> Ripped 4x4. Even more pokey				
3.0 TDI 218 quattro	£45,535	215	145	39
3.0 TDI 218 Sport quattro	£49,555	215	145	39
3.0 TDI 272 quattro	£47,315	268	149	42
3.0 TDI 272 Sport quattro	£51,015	268	149	42
3.0 TDI 320 quattro	£52,125	315	172	43
3.0 TDI 320 Sport quattro	£56,825	315	172	43
<b>A7 SPORTBACK Sdrive</b> A good mix of luxury, practicality and driver reward				
3.0 TDI 218 SE Executive Ultra	£46,415	215	124	38
3.0 TDI 218 SE Exec quattro	£48,170	215	138	41
3.0 TDI 272 SE Exec quattro	£50,535	268	138	41
3.0 TFSI 320 S Line quattro	£53,545	328	182	44
3.0 TDI 218 S Line Ultra	£49,905	215	128	38
3.0 TDI 218 S Line quattro	£50,980	215	142	41
3.0 TDI 272 S Line quattro	£53,560	268	142	41
3.0 TFSI 320 S Line quattro	£57,230	315	167	45
3.0 TFSI 320 Black Ed quattro	£58,895	328	182	44
3.0 TDI 218 Black Ed quattro	£52,500	215	142	41
3.0 TDI 272 Black Ed quattro	£54,080	268	142	41
3.0 TFSI 320 Black Ed quattro	£58,600	315	167	45
4.0 TFSI 450 SE quattro	£62,920	444	220	45
4.0 TFSI 450 SE quattro	£62,920	352	221	48
4.0 TFSI 605 RS Performance	£71,600	596	221	48
<b>A8 Sdrive</b> Stylish, comfortable and solid A convincing exec saloon				
3.0 TDI 262 SE quattro	£60,735	258	149	48
3.0 TDI 262 SE Exec quattro	£62,840	258	149	48
4.2 TDI 305 SE Exec quattro	£73,485	379	189	50
3.0 TDI 262 Sport quattro	£64,475	258	153	48
4.2 TDI 305 Sport quattro	£77,085	379	193	50
3.0 TDI 262 Edition 21 quattro	£73,175	258	153	48
4.0 TFSI 520 SE quattro	£81,835	511	216	49
4.0 TFSI 605 S Plus quattro	£97,700	596	231	51
ARL 3.0 TDI 262 SE quattro	£64,235	258	153	48
ARL 3.0 TDI 262 SE Exec quattro	£66,840	258	153	48
ARL 4.2 TDI 305 SE Exec quattro	£77,650	379	199	50
ARL 3.0 TDI 262 Edition 21	£77,140	258	159	48
ARL 4.2 TDI 305	£95,570	491	254	50
<b>Q3 Sdrive</b> Typically refined and competent, but feels more A3 than SUV				
1.4 TFSI 150 SE	£25,650	140	127	20
2.0 TFSI 180 SE quattro	£29,910	177	152	28
2.0 TDI 150 SE	£27,190	140	117	21
2.0 TDI 150 SE quattro	£28,260	140	129	21
1.4 TFSI 150 SE quattro	£29,550	181	130	25
1.4 TFSI 150 S Line	£28,730	138	131	20
2.0 TFSI 180 S Line quattro	£32,460	177	155	28
2.0 TDI 150 S Line	£29,740	140	119	21
2.0 TDI 150 S Line quattro	£31,300	140	132	21
2.0 TDI 164 S Line quattro	£32,100	181	140	25
2.0 TFSI 180 S Line Plus quattro	£34,810	177	161	28
2.0 TDI 150 S Line Plus quattro	£33,650	140	138	21
2.0 TDI 164 S Line Plus quattro	£34,465	181	146	25
2.5 TFSI 340 RS Q3 quattro	£45,810	315	203	37
<b>Q5 Sdrive</b> Exceptionally good handling for an SUV, but very compromised ride				
2.0 TFSI 230 SE quattro	£32,355	227	173	29
2.0 TDI 150 SE quattro	£32,130	140	147	21
2.0 TDI 190 SE quattro	£33,105	178	148	29
3.0 TDI 258 SE quattro	£38,790	254	158	39
2.0 TFSI 230 S Line quattro	£35,710	227	179	29
2.0 TDI 150 S Line quattro	£34,530	140	150	22
3.0 TDI 190 S Line quattro	£35,540	178	151	29
3.0 TDI 258 S Line quattro	£41,190	254	161	39
2.0 TFSI 230 S Line Plus quattro	£38,210	227	181	29
2.0 TDI 150 S Line Plus quattro	£37,065	140	152	22
3.0 TDI 190 S Line Plus quattro	£38,040	178	153	29
3.0 TDI 258 S Line Plus quattro	£43,690	254	163	39
3.0 TDI 340 S Plus quattro	£45,475	321	174	41
3.0 TDI 340 S Plus quattro	£51,845	315	174	41

## AUTOCAR TOP FIVES

## Premium hatches



**1 BMW i3** From £30,000  
An electrified statement of intent. With a generous budget and modest miles in mind, the i3 is simply unbeatable. ★★★★★



**2 Audi A3 Sportback** From £19,000  
The Volkswagen Golf is our conventional hatch champ, but its sister car is almost as good if only an Audi will do. ★★★★★



**3 Volvo V40** From £19,000  
No, the V40 isn't perfect, but it's handsome, brilliantly well packaged and different – rare commodities. ★★★★★



**4 BMW 1 Series** From £20,000  
It looks desperate from certain angles, but the BMW is still a sure bet. Arguably offers the most sporting drive. ★★★★★



**5 Mercedes-Benz A-Class** From £20,000  
We're warming to the A-Class, although caution is still advised on how you spec it. Looks and cabin top notch. ★★★★★

## A5 Sportback Black Edition Plus 2.0 TDI from £379 per month.\*

► 19" alloy wheels ► Bang & Olufsen sound system ► Black styling package ► Piano black inlays

audi.co.uk/offers

### Business users only.\*

\*At the end of the agreement the vehicle and ownership rights will stay with Audi Financial Services. \*Plus VAT and initial rental. Business users only. Based on the Audi A5 Sportback Black Edition Plus 2.0 TDI 190PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £2,274.00 (plus VAT), 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 January 2016 and 31 March 2016 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at the prevailing rate. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [February 2016] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport: Audi Financial Services.

Audi Vorsprung durch Technik





Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
320i xDrive SE	£31405	181	165	31
320i xDrive Sport	£32405	181	165	31
320i xDrive Luxury	£33405	181	165	31
320i xDrive M Sport	£33655	181	165	31
328i SE	£33105	241	157	35
328i Sport	£34105	241	157	35
328i Luxury	£35105	241	157	35
328i M Sport	£35355	241	157	35
335i Luxury	£40565	302	189	38
335i M Sport	£40815	302	189	38
318d SE	£31275	148	121	24
318d Sport	£32275	148	121	24
318d Luxury	£33275	148	121	24
318d M Sport	£33525	148	121	24
320d SE	£32375	187	125	30
320d Sport	£33375	187	125	30
320d Luxury	£34375	187	125	30
320d M Sport	£34625	187	125	30
320d xDrive SE	£35425	187	124	31
320d xDrive Sport	£36425	187	124	31
320d xDrive Luxury	£37425	187	124	31
320d xDrive M Sport	£37675	187	124	31
325d SE	£34305	215	136	34
325d Luxury	£36305	215	136	34
325d M Sport	£36555	215	136	34
330d SE	£37705	254	137	40
330d Luxury	£39705	254	137	40
330d M Sport	£39955	254	137	40
330d xDrive SE	£39220	254	141	40
330d xDrive Luxury	£41220	254	141	40
335d xDrive M Sport	£44120	308	149	42
335d xDrive M Sport	£44370	308	149	42
<b>4 SERIES COUPÉ 2dr coupé</b> More talented GT than brilliant B-road steer. ★★★★★				
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i Luxury	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive Luxury	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i Luxury	£36020	242	156	34
428i M Sport	£36520	242	156	34
435i Luxury	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
418d SE	£31695	148	110	24
418d Sport	£33195	148	118	25
418d Luxury	£34195	148	118	25
418d M Sport	£34695	148	118	25
420d SE	£32495	181	111	30
420d Sport	£33995	181	119	31
420d Luxury	£34995	181	119	31
420d M Sport	£35495	181	119	31
420d xDrive SE	£33995	181	117	30
420d xDrive Sport	£35495	181	125	30
420d xDrive Luxury	£36495	181	125	30
420d xDrive M Sport	£36995	181	125	30
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d Luxury	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d Luxury	£40445	255	134	40
430d M Sport	£40945	255	134	40
430d xDrive Luxury	£41960	255	142	40
430d xDrive M Sport	£42460	255	142	40
435d xDrive M Sport	£45245	308	147	41
435d xDrive M Sport	£45745	308	147	41
<b>4 SERIES CONVERTIBLE 2dr open</b> A quality product, but some of the verve has gone ★★★★★				
420i SE	£34910	181	154	30
420i Sport	£36410	181	158	31
420i Luxury	£37410	181	158	31
420i M Sport	£37910	181	158	31
428i SE	£37720	242	159	36
428i Sport	£39220	242	163	36
428i Luxury	£40220	242	163	36
428i M Sport	£40720	242	163	37
435i Luxury	£46185	302	194	39
435i M Sport	£46685	302	194	39
M4	£61150	425	213	45
420d SE	£37250	187	127	31
420d Sport	£38880	187	134	31
420d Luxury	£39880	187	134	31
420d M Sport	£40380	187	134	31
425d SE	£39240	215	138	34
425d Sport	£40755	215	143	34
425d Luxury	£41755	215	143	34
425d M Sport	£42255	215	143	35
430d Luxury	£45200	255	144	40
430d M Sport	£45700	255	144	41
435d xDrive M Sport	£49100	308	155	42
435d xDrive M Sport	£49600	308	155	42
<b>4 SERIES GRAN COUPÉ 4dr saloon</b> A prettier 3 Series. Very good, but not better. ★★★★★				
420i SE	£30125	181	149	29
420i Sport	£31660	181	153	29
420i Luxury	£32660	181	153	29
420i M Sport	£33160	181	153	30
420i xDrive SE	£31660	181	161	30
420i xDrive Sport	£33160	181	164	30
420i xDrive Luxury	£34160	181	164	31
420i xDrive M Sport	£34660	181	164	31
428i SE	£33520	241	154	33
428i Sport	£35020	241	156	33
428i Luxury	£36020	241	156	34
428i M Sport	£36520	241	156	34
435i Luxury	£41870	302	193	36
435i M Sport	£42370	302	193	36
418d SE	£31695	148	114	23
418d Sport	£33195	148	118	23
418d Luxury	£34195	148	118	23
418d M Sport	£34695	148	118	23
420d SE	£32495	187	111	30
420d Sport	£33995	187	119	30
420d Luxury	£34995	187	119	30
420d M Sport	£35495	187	119	30
420d xDrive SE	£33995	187	129	30
420d xDrive Sport	£35495	187	129	30
420d xDrive M Sport	£36495	187	129	30
420d xDrive M Sport	£36995	187	129	30
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d Luxury	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d Luxury	£40445	255	134	40
430d M Sport	£40945	255	134	40
430d xDrive Luxury	£41960	255	142	40
430d xDrive M Sport	£42460	255	142	40
435d xDrive M Sport	£45245	308	147	41
435d xDrive M Sport	£45745	308	147	41
<b>4 SERIES COUPÉ 2dr coupé</b> More talented GT than brilliant B-road steer. ★★★★★				
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i Luxury	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive Luxury	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i Luxury	£36020	242	156	34
428i M Sport	£36520	242	156	34
435i Luxury	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
418d SE	£31695	148	110	24
418d Sport	£33195	148	118	25
418d Luxury	£34195	148	118	25
418d M Sport	£34695	148	118	25
420d SE	£32495	187	111	30
420d Sport	£33995	187	119	31
420d Luxury	£34995	187	119	31
420d M Sport	£35495	187	119	31
420d xDrive SE	£33995	187	129	30
420d xDrive Sport	£35495	187	129	30
420d xDrive M Sport	£36495	187	129	30
420d xDrive M Sport	£36995	187	129	30
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d Luxury	£37930	215	136	34
425d M Sport	£38430	215	136	34
430d Luxury	£40445	255	134	40
430d M Sport	£40945	255	134	40
430d xDrive Luxury	£41960	255	142	40
430d xDrive M Sport	£42460	255	142	40
435d xDrive M Sport	£45245	308	147	41
435d xDrive M Sport	£45745	308	147	41
<b>4 SERIES COUPÉ 2dr coupé</b> More talented GT than brilliant B-road steer. ★★★★★				
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i Luxury	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive Sport	£33160	181	163	30
420i xDrive Luxury	£34160	181	163	31
420i xDrive M Sport	£34660	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i Luxury	£36020	242	156	34
428i M Sport	£36520	242	156	34
435i Luxury	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
418d SE	£31695	148	110	24
418d Sport	£33195	148	118	25
418d Luxury	£34195	148	118	25
418d M Sport	£34695	148	118	25
420d SE	£32495	187	111	30
420d Sport	£33995	1		



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.0T EcoBoost 125 Titanium	£17295	123	114	13
1.0T EcoBoost 125 Titanium X	£18495	123	114	13
1.4 90 Studio	£13195	89	139	7
1.4 90 Zetec	£14995	89	139	7
1.6 105 Zetec Powershift	£16695	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.6 105 Titanium X Powershift	£18995	103	149	11
1.5 TDCi 75 Zetec	£16545	74	98	8
1.5 TDCi 95 Zetec	£17045	94	98	10
1.5 TDCi 95 Titanium	£18125	94	98	11
1.5 TDCi 95 Titanium X	£19325	94	98	11
1.4 90 Zetec Red Edition	£15745	89	139	7
1.6 105 Zetec Powershift Red Ed	£17745	103	149	10
1.0T EcoBoost 140 Zetec Red Ed	£17245	138	116	11
1.4 90 Zetec White Edition	£15745	89	139	7
1.6 105 Zetec P-Shift White Ed	£17745	103	149	10
1.0T EcoBoost 140 Zetec White Ed	£17245	138	116	11
1.4 90 Zetec Silver Edition	£15745	89	139	7
1.6 105 Zetec P-Shift Silver Ed	£17745	103	149	10
1.0T EcoBoost 140 Zetec Silver Ed	£17245	138	116	11
<b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★				
1.6 105 Zetec Powershift	£15045	103	138	12
1.0 80 Titanium S-S	£14695	79	97	7
1.0T 100 EcoBoost Zetec S-S	£14195	99	111	9
1.0T 100 EcoBoost Zetec Black Edit	£14645	99	111	9
1.0T 100 EcoBoost Zetec White Edit	£14645	99	111	9
1.0T 100 EcoBoost Titanium S-S	£15195	99	111	9
1.0T 100 EcoBoost Titanium X S-S	£16445	99	111	9
1.0T 125 EcoBoost Titanium S-S	£15695	123	99	11
1.0T 125 EcoBoost Titanium X S-S	£16945	123	99	11
1.0T 125 EcoBoost Zetec S-S	£15945	123	99	11
1.0T 140 EcoBoost Zetec S-S	£15945	138	104	11
1.0T 140 EcoBoost Zetec S Red Edit	£16345	138	104	11
1.0T 140 EcoBoost Zetec S Black Edit	£16845	138	104	11
1.25 60 Studio	£10145	59	122	3
1.25 60 Style	£11895	59	122	4
1.25 82 Style	£12395	80	122	7
1.25 82 Zetec	£13195	80	122	7
1.25 82 Zetec Black Edition	£13645	80	122	7
1.25 82 Zetec White Edition	£13645	80	122	7
1.6 105 Zetec Powershift	£15045	103	138	12
1.6 105 Titanium Powershift	£16045	103	138	12
1.6T 180 EcoBoost ST-1	£17545	180	138	20
1.6T 180 EcoBoost ST-2	£18545	180	138	20
1.6T 180 EcoBoost ST-3	£19545	180	138	20
1.5 TDCi 75 Style	£13995	74	94	8
1.5 TDCi 75 Zetec	£14795	74	94	9
1.5 TDCi 75 Titanium	£15795	74	94	9
1.5 TDCi 95 Style Ecotonic	£15095	94	82	11
1.5 TDCi 95 Zetec Ecotonic	£15695	94	82	12
1.5 TDCi 95 Zetec S	£16545	94	82	12
1.5 TDCi 95 Titanium Ecotonic	£16695	94	82	12
1.5 TDCi 95 Titanium X	£17545	94	82	12
<b>FIESTA 5dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★				
1.25 82 Style	£12995	80	122	7
1.6 105 Titanium Powershift	£16645	103	138	12
1.6 105 Zetec Powershift	£15645	103	138	12
1.0 80 Zetec S-S	£14295	79	99	6
1.0 80 Titanium S-S	£15295	79	99	7
1.0T 100 EcoBoost Zetec S-S	£14795	99	111	9
1.0T 100 EcoBoost Zetec Black Edit	£15245	99	111	9
1.0T 100 EcoBoost Zetec White Edit	£15245	99	111	9
1.0T 100 EcoBoost Titanium S-S	£15795	99	111	9
1.0T 100 EcoBoost Titanium X S-S	£17045	99	111	9
1.0T 125 EcoBoost Titanium S-S	£16295	123	99	11
1.0T 125 EcoBoost Titanium X S-S	£17545	123	99	11
1.25 60 Style	£12495	59	122	4
1.25 82 Zetec	£13795	80	122	7
1.25 82 Zetec Black Edition	£14245	80	122	7
1.25 82 Zetec White Edition	£14245	80	122	7
1.6 105 Zetec Powershift	£13795	103	138	12
1.6 105 Titanium Powershift	£16645	103	138	12
1.5 TDCi 75 Style	£14595	74	94	8
1.5 TDCi 75 Zetec	£15395	74	94	9
1.5 TDCi 75 Titanium	£16395	74	94	9
1.5 TDCi 95 Style Ecotonic S-S	£15695	94	82	11
1.5 TDCi 95 Zetec Ecotonic S-S	£16295	94	82	12
1.5 TDCi 95 Titanium Ecotonic S-S	£17295	94	82	12
1.5 TDCi 95 Titanium X	£18145	94	82	12
<b>ECOSPORT 5dr hatch</b> Pumped up Fiesta okay, but developing world origins show through ★★★★★				
1.0T EcoBoost 125 Titanium	£16645	123	125	11
1.0T EcoBoost 125 Zetec	£15345	123	125	11
1.5 Duratec 112 Titanium P-Shift	£17245	110	149	10
1.5 TDCi 112 Zetec	£14445	110	149	10
1.5 TDCi 95 Titanium	£17395	94	115	10
1.5 TDCi 95 Zetec	£15895	94	115	10
<b>FOCUS 5dr hatch</b> Still very good to drive, and made more appealing by new cabin ★★★★★				
1.6 125 Zetec S	£21095	123	146	14
1.0T 100 EcoBoost Style	£17595	99	105	10
1.0T 100 EcoBoost Style	£17945	99	105	10
1.0T 100 EcoBoost Zetec	£18595	99	105	10
1.0T 100 EcoBoost Titanium	£20095	99	105	10
1.0T 100 EcoBoost Titanium X	£22095	99	105	10
1.0T 125 EcoBoost Titanium	£19345	123	125	14
1.0T 125 EcoBoost Zetec	£19095	123	108	14
1.0T 125 EcoBoost Zetec S	£20345	123	108	14
1.0T 125 EcoBoost Titanium	£20595	123	108	14
1.0T 125 EcoBoost Titanium X	£22595	123	108	14
1.5T 150 EcoBoost Zetec S	£20845	148	127	14
1.5T 150 EcoBoost Titanium	£21095	148	127	14
1.5T 182 EcoBoost Zetec Red Edition	£21995	180	127	14
1.5T 182 EcoBoost Zetec Black Edit	£22520	180	127	14
1.5T 182 EcoBoost Titanium X	£23820	180	127	14
1.6 85 Style	£15985	84	136	7
1.6 105 Style	£17095	103	136	11
1.6 125 Style Powershift	£18845	123	146	14
1.6 125 Zetec Powershift	£19845	123	146	14
1.6 125 Zetec S Powershift	£21095	123	146	14
1.6 125 Titanium Powershift	£21345	123	146	14
2.0T 250 EcoBoost ST-1	£22495	247	159	34
2.0T 250 EcoBoost ST-2	£24245	247	159	35
2.0T 250 EcoBoost ST-3	£26295	247	159	35
2.3T 350 EcoBoost RS	£29995	345	175	47
1.5 TDCi 95 Style	£18295	94	118	11
1.5 TDCi 120 Zetec	£19795	118	118	11
1.5 TDCi 120 Zetec S	£21045	118	118	11
1.5 TDCi 120 Titanium	£21295	118	118	11
1.5 TDCi 120 Titanium X	£23295	118	118	11
1.5 TDCi 105 Style Ecotonic	£19145	103	88	11
1.5 TDCi 120 Style	£18795	103	98	11
1.5 TDCi 95 Zetec	£19295	93	98	16
1.5 TDCi 115 Titanium	£21195	114	109	16
2.0 TDCi 150 Titanium	£22635	148	105	16
2.0 TDCi 150 Zetec Red Edition	£22810	148	105	16
2.0 TDCi 150 Zetec Black Edition	£23335	148	105	16
2.0 TDCi 150 Titanium X	£24635	148	105	16
2.0 TDCi 185 ST-1	£22495	182	110	34
2.0 TDCi 185 ST-2	£24245	182	110	35
2.0 TDCi 185 ST-3	£26295	182	110	36
23kW Electric	£31145	140	0	-
<b>FOCUS ESTATE 5dr estate</b> Well-mannered and comfortable. An Octavia carries more ★★★★★				
1.0T 100 EcoBoost Style	£18695	99	109	10
1.0T 100 EcoBoost Titanium	£21195	99	109	10
1.0T 100 EcoBoost Titanium X	£23195	99	109	10
1.0T 100 EcoBoost Zetec	£19695	99	109	10
1.0T 125 EcoBoost Titanium	£21695	123	110	14
1.0T 125 EcoBoost Titanium X	£23695	123	110	14
1.0T 125 EcoBoost Style Auto	£20445	123	125	14
1.0T 125 EcoBoost Zetec	£20195	123	110	14
1.0T 125 EcoBoost Zetec S	£21445	123	110	14
1.5 TDCi 120 Titanium	£22395	118	118	11
1.5 TDCi 120 Titanium X	£24395	118	118	11
1.5 TDCi 120 Zetec	£20895	118	118	11
1.5 TDCi 120 Zetec S	£22145	118	118	11
1.5 TDCi 95 Style	£19395	94	98	11
1.5T 150 EcoBoost Titanium	£22195	148	128	14
1.5T 150 EcoBoost Zetec S	£21945	148	127	14
1.5T 182 EcoBoost Titanium X	£24920	180	128	14
1.6 85 Style	£17095	83	139	11
1.6 105 Style	£18180	103	139	11
1.6 125 Style Powershift	£19945	123	146	14
1.6 125 Titanium Powershift	£22445	123	146	14
1.6 125 Zetec Powershift	£20945	123	146	14
1.6 125 Zetec S Powershift	£22195	123	146	14
1.6 TDCi 115 Titanium	£22295	114	109	16
1.5 TDCi 120 Zetec	£20895	118	118	11
1.5 TDCi 120 Zetec S	£21045	118	118	11
1.5 TDCi 95 Style	£19395	94	98	11
1.5 TDCi 95 Zetec	£20395	94	98	11
1.5 TDCi 105 Style Ecotonic	£20245	103	88	11
1.5 TDCi 120 Style	£19895	118	118	11
2.0 TDCi 150 Titanium	£23735	148	105	16
2.0 TDCi 185 ST-1	£23595	182	110	34
2.0 TDCi 185 ST-2	£25345	182	110	34
2.0 TDCi 185 ST-3	£27395	182	110	36
2.0T 250 EcoBoost ST-1	£23595	247	159	34
2.0T 250 EcoBoost ST-2	£25345	247	159	35
2.0T 250 EcoBoost ST-3	£27395	247	159	35
2.0 TDCi 150 Titanium X	£25735	148	105	16
<b>MONDEO 5dr hatch</b> Still the best big saloon. Practical, comfortable, rewarding ★★★★★				
1.5 TDCi 120 Ecotonic Style	£21395	118	94	9
1.0T EcoBoost 125 Ecotonic Style	£22145	148	107	-
1.0T EcoBoost 125 Zetec	£20495	123	119	-
1.5 TDCi 160 Zetec	£21845	158	134	-
1.5 TDCi 160 Zetec Ecotonic	£22495	158	134	-
2.0 TDCi 150 Ecotonic Zetec	£23245	148	107	-
2.0 TDCi 150 Zetec	£23095	148	109	-
2.0 TDCi 150 Zetec AWD	£24595	148	124	-
1.5 TDCi EcoBoost 160 Titanium	£23245	158	134	-
2.0 TDCi EcoBoost 240 Titanium	£26750	237	171	-
1.5 TDCi 120 Eco Titanium	£23795	118	94	-
2.0 TDCi 150 Eco Titanium	£24545	148	107	-
2.0 TDCi 150 Eco Titanium AWD	£24495	148	109	-
2.0 TDCi 150 Titanium AWD	£25995	148	124	-
2.0 TDCi 150 Titanium AWD Auto	£25245	178	117	-
2.0 TDCi 180 Titanium AWD	£28245	178	138	-
2.0 TDCi 210 Titanium AWD	£27495	207	130	-
2.0 TDCi 210 Titanium Hybrid	£26445	185	99	-
2.0 TDCi 210 Vignale Hybrid	£30095	185	99	-
2.0 TDCi EcoBoost 240 Vignale	£30850	237	171	-
2.0 TDCi 180 Vignale	£29345	178	117	-
2.0 TDCi 180 Vignale AWD Auto	£32345	178	138	-
2.0 TDCi 210 Vignale AWD	£31595	207	130	-
<b>MONDEO ESTATE 5dr estate</b> A vast and enjoyable estate. Reasonably priced. ★★★★★				
1.5 TDCi 120 Ecotonic Style	£22645	118	99	-
2.0 TDCi 150 Ecotonic Style	£23395	148	109	-
1.0T EcoBoost 125 Zetec	£21745	123	120	-
1.5 TDCi EcoBoost 160 Zetec	£23080	158	137	-
1.5 TDCi 120 Ecotonic Zetec	£23745	118	99	-
2.0 TDCi 150 Ecotonic Zetec	£24495	148	109	-
2.0 TDCi 150 Zetec	£24345	148	112	-
2.0 TDCi 150 Zetec AWD	£25845	148	127	-
1.5 TDCi EcoBoost 160 Titanium	£24480	158	139	-
2.0 TDCi EcoBoost 240 Titanium	£28055	237	176	-
1.5 TDCi 120 Eco Titanium	£25045	118	99	-
2.0 TDCi 150 Eco Titanium	£25795	148	109	-
2.0 TDCi 150 Titanium	£25745	148	115	-
2.0 TDCi 150 Titanium AWD	£27375	148	131	-
2.0 TDCi 180 Titanium	£26495	178	119	-
2.0 TDCi 180 Titanium AWD Auto	£29510	178	141	-
2.0 TDCi 210 Titanium Auto	£28875	207	134	-
2.0 TDCi EcoBoost 240 Vignale	£32155	237	176	-
2.0 TDCi 180 Vignale	£30595	178	119	-
2.0 TDCi 180 Vignale AWD Auto	£33610	178	141	-
2.0 TDCi 210 Vignale Auto	£32975	207	134	-
<b>KUGA 5dr 4x4</b> Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★				
1.5T 120 EcoBoost Zetec	£19995	118	143	20
1.5T 150 EcoBoost Zetec	£20995	148	143	20



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## AUTOCAR TOP FIVES

## Hypercars

1

## McLaren P1

From £866,000  
McLaren set out to build the best driver's car in the world and has come ridiculously close. A 903bhp go-kart. ★★★★★



2

## Porsche 918 Spyder

From £674,000  
Only in this category do five stars not guarantee the class lead. The 918 feels built to rule, too. A mind-boggler. ★★★★★



3

## LaFerrari

From £950,000  
No UK drive means its amazing numbers can't be verified – but our first look suggests its reputation is deserved. ★★★★★



4

## Bugatti Veyron

From £1.15 million  
A waning obsession with petrol power taken to its extreme limit. There are better cars – but none quicker. ★★★★★



5

## Pagani Huayra

From £1.4 million  
Last century's idea of a hypercar. Staggering in almost every way – not least its looks. As exclusive as it gets. ★★★★★



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>TUCSON</b> 5dr 4x4	Classy, roomy cabin, predictable handling. Very competitive	★★★★★		
1.6 GDI 132 S 2WD	£18695	130	147	15
1.7 CRDi 116 S 2WD	£20195	114	119	15
1.6 GDI 132 SE 2WD	£20495	130	147	15
1.7 CRDi 116 SE 2WD	£21995	114	119	15
1.6 GDI 132 SE Nav 2WD	£21295	130	147	16
1.7 CRDi 116 SE Nav 2WD	£22795	114	119	16
2.0 CRDi 136 SE Nav 4WD	£24195	134	127	22
2.0 CRDi 136 SE Nav 4WD	£25825	134	139	22
2.0 CRDi 185 SE Nav 4WD	£26695	183	154	22
1.7 CRDi 116 Premium 2WD	£25045	114	119	13
2.0 CRDi 136 Premium 2WD	£26445	134	127	19
2.0 CRDi 136 Premium 4WD	£28075	134	139	19
2.0 CRDi 185 Premium 4WD	£28710	183	154	22
1.6 T-GDI 177 Premium 4WD	£26945	175	177	19
2.0 CRDi 136 Premium SE 2WD	£28345	134	127	20
2.0 CRDi 136 Premium SE 4WD	£29975	134	139	23
2.0 CRDi 185 Premium SE 4WD	£30845	183	154	20
1.6 T-GDI 177 Premium SE 4WD	£28845	175	177	19
<b>SANTA FE</b> 5dr 4x4	An injection of class has enhanced the Santa Fe's easygoing appeal	★★★★★		
2.2 CRDi Premium 5st	£31245	197	161	27
2.2 CRDi Premium 7st	£32445	197	161	27
2.2 CRDi Premium SE 7st	£36095	197	161	28
<b>GENESIS</b> 4dr saloon	The Korean company's first car from its luxury division	★★★★★		
3.8 V6 GDI RWD	£31245	311	261	-

## INFINITI

<b>Q30</b> 5dr hatch	Infiniti's first hatch taking on the premium end of the market	★★★★★		
1.6t SE	£20550	120	138	-
1.5d SE	£21500	107	108	-
2.6d SE Auto	£24700	167	116	-
1.6t Premium	£21600	120	138	-
1.5d Premium	£22550	107	108	-
2.2d Premium Auto	£25750	167	116	-
2.2d Premium AWD Auto	£27300	167	127	-
1.6t Premium City Black	£24350	120	138	-
1.5d Premium City Black	£25300	107	108	-
2.2d Premium City Black Auto	£28500	167	116	-
2.2d Premium City Black AWD	£30050	167	127	-
1.6t City Black Edition	£25410	120	138	-
1.5d City Black Edition	£26360	107	108	-
2.2d City Black Edition AWD	£31110	167	127	-
1.6t Premium Tech	£25480	120	138	-
1.5d Premium Tech	£26430	107	108	-
2.2d Premium Tech Auto	£29630	167	116	-
2.2d Premium Tech AWD Auto	£31180	167	127	-
1.6t Premium Tech Gallery White	£26600	120	138	-
1.5d Premium Tech Gallery White	£27550	107	108	-
2.2d Premium Tech Gallery White	£30750	167	116	-
2.2d Premium Tech AWD G White	£32300	167	127	-
1.6t Premium Tech Café Teak	£25930	120	138	-
1.5d Premium Tech Café Teak	£26880	107	108	-
2.2d Premium Tech Café Teak	£30080	167	116	-
2.2d Premium Tech AWD Café Teak	£31630	167	127	-
0.1t Sport AWD Auto	£31930	208	156	-
1.5d Sport	£26180	107	108	-
2.2d Sport Auto	£29380	167	116	-
2.2d Sport AWD Auto	£30930	167	127	-
0.1t Sport City Black AWD Auto	£34890	208	156	-
1.5d Sport City Black	£29140	107	108	-
2.2d Sport City Black AWD	£32340	167	116	-
2.2d Sport City Black AWD Auto	£33890	167	127	-
1.6t Business Executive	£24130	120	138	-
1.5d Business Executive	£25080	107	108	-
2.2d Business Executive AWD	£28280	167	116	-

## Q50

<b>Q50</b> 4dr saloon	Credible compact saloon competitor with some novel touches	★★★★★		
2.2d SE	£28950	168	114	29
2.2d SE Auto	£30500	168	119	29
2.2d Premium	£31350	168	114	30
2.2d Premium Auto	£32900	168	119	30
0.1t Premium Auto	£33050	208	146	33
2.2d Premium Tech Auto	£39400	168	119	30
0.1t Premium Tech Auto	£39550	208	146	35
2.2d Sport	£33720	168	118	30
2.2d Sport Auto	£35270	168	123	30
0.1t Sport Auto	£35420	208	151	36
3.5 V6 Hybrid Sport Auto	£40700	359	144	40
3.5 V6 Hybrid Sport Auto AWD	£42350	359	159	41
2.2d Sport Tech Auto	£40170	168	123	30
3.5 V6 Hybrid Sport Tech Auto	£45600	359	144	41
3.5 V6 Hybrid Sport Tech AWD	£47520	359	159	41

## Q70

<b>Q70</b> 4dr saloon	Pleasant, well-equipped big saloon	★★★★★		
2.2d Premium	£33400	168	124	45
3.5 V6 Hybrid Premium	£43250	359	145	45
2.2d Premium Tech	£37350	168	124	45
3.5 V6 Premium Tech	£47500	359	145	46
2.2d Sport	£36600	168	128	46
2.2d Sport Tech	£38950	168	128	46
3.7 V6 Sport Tech	£44850	315	249	46

## QX50

<b>QX50</b> 5dr 4x4	Focused on-road SUV. Drives well, very little interior space	★★★★★		
3.7 V6 GX GT	£38445	315	265	44
3.7 V6 GX GT Premium	£42580	315	265	45
3.0d	£34490	235	224	43
3.0d GT	£38445	235	224	44
3.0d GT Premium	£42045	235	224	44

## QX70

<b>QX70</b> 5dr 4x4	Big, powerful SUV. None of the finesse of the X5 or Range Rover	★★★★★		
3.0d GT	£43100	235	225	49
3.7 V6 GT	£43250	315	282	49
3.0d GT Premium	£47550	235	225	49
3.7 V6 GT Premium	£47700	315	282	49
3.0d S	£45200	235	225	49
3.7 V6 S	£45350	315	293	49
3.0d S Premium	£49650	235	225	49
3.7 V6 S Premium	£49800	315	293	49
5.0 V8 S Premium	£54750	385	316	49
3.0d Ultimate	£52280	235	225	49
3.7 V6 Ultimate	£52430	315	293	49

## JAGUAR

<b>XE</b> 4dr saloon	A long time coming, but worth the wait. Drives better than a 3 Series. Nuff said	★★★★★		
2.0i 200 SE	£26990	197	179	-
2.0i 200 Prestige	£27990	197	179	-
2.0i 200 R-Sport	£29740	197	179	-
2.0i 240 R-Sport	£33095	237	179	-

2.0i 240 Portfolio	£33740	237	179	-
3.0i 340 S	£49995	335	194	-
2.0d 163 SE	£29775	159	99	-
2.0d 163 Prestige	£30775	161	99	-
2.0d 163 R-Sport	£32325	161	99	-
2.0d 163 Portfolio	£32975	161	99	-
2.0d 180 SE	£30275	178	109	-
2.0d 180 Prestige	£31275	178	109	-
2.0d 180 R-Sport	£33025	178	109	-
2.0d 180 Portfolio	£33675	178	109	-
<b>XF</b> 4dr saloon	Sublime Brit exec. Great interior and dynamics. XFR a five-star car	★★★★★		
2.0d 163 Portfolio	£36400	161	104	33
2.0d 163 R-Sport	£34200	161	104	33
2.0d 180 R-Sport	£35100	178	114	38
2.0d 163 Prestige	£32300	161	104	33
2.0d 180 Prestige	£32800	178	114	38
2.0d 180 Portfolio	£37300	178	114	40
3.0d V6 300 S	£49945	271	144	44
3.0d V6 380 S	£49945	271	198	44
<b>XJ</b> 4dr saloon	Modern looks finally match modern dynamics	★★★★★		
3.0 V6 R-Sport	£76085	335	211	-
3.0 V6 R-Sport	£71625	296	155	-
3.0 V6 Portfolio	£74185	335	211	-
3.0 V6 Portfolio LWB	£77185	335	211	-
3.0 V6 Autobiography LWB	£80250	296	155	49
5.0 V8 Autobiography LWB	£100000	503	264	50
5.0 V8 XJR	£92405	543	264	50
3.0 V6 Luxury	£58690	296	149	48
3.0 V6 Luxury LWB	£61690	296	149	48
3.0 V6 Premium Luxury	£62690	296	149	48
3.0 V6 Premium Luxury LWB	£65690	296	149	48
3.0 V6 Portfolio	£69725	296	155	49
3.0 V6 Portfolio LWB	£72725	296	155	49

## F-TYPE

<b>F-TYPE</b> 2dr coupé	Cheaper than the roadster. Gains in rigidity mean it's better too	★★★★★		
3.0 V6	£53555	335	199	50
3.0 V6 S	£62555	375	203	50
3.0 V6 S AWD	£67405	375	211	50
3.0 V6 British Design Ed AWD	£75255	375	211	50
5.0 V8 R	£86810	543	255	50
5.0 V8 R AWD	£91660	543	269	50
<b>F-TYPE CONVERTIBLE</b> 2dr open	Serious money. But a serious car with a likeable wild side	★★★★★		
3.0 V6	£59040	335	199	50
3.0 V6 S	£68040	375	203	50
3.0 V6 S AWD	£72890	375	211	50
3.0 V6 British Design Ed AWD	£80390	375	211	50
5.0 V8 S	£92295	543	255	50
5.0 V8 S AWD	£97145	543	269	50

## JEEP

<b>RENEGADE</b> 5dr 4x4	Middling compact crossover with chunky looks but no obvious charm	★★★★★		
1.6 E-Torq Sport	£17295	109	141	-
1.6 MultiJet II Sport	£18995	118	115	-
1.6 E-Torq Longitude	£19195	109	141	-
1.4 MultiJet II Longitude	£20395	138	140	-
1.4 MultiJet II Longitude DDCT	£21795	138	137	-
1.6 MultiJet II Longitude	£20895	108	115	-
2.0 MultiJet II Longitude 4WD	£22395	138	134	-
1.4 MultiJet II Limited	£22995	138	140	-
1.4 MultiJet II Limited DDCT	£24395	138	137	-
1.4 MultiJet II Limited 4WD	£27195	168	160	-
1.6 MultiJet II Limited	£23495	108	115	-
2.0 MultiJet II Limited 4WD	£25995	138	134	-
2.0 MultiJet II Ltd 4WD Auto	£27795	138	150	-
2.0 MultiJet II Trailhawk	£28595	168	151	-
<b>WRANGLER</b> 3dr 4x4	Heavy-duty off-roader lacks on-road manners	★★★★★		
3.6 V6 Sahara	£30240	280	263	-
3.6 V6 Overland	£32390	280	263	-
3.6 V6 Rubicon	£31140	280	270	-
<b>WRANGLER</b> 4dr 4x4	Heavy-duty off-roader lacks on-road manners	★★★★★		
3.6 V6 Sahara	£31910	280	273	-
3.6 V6 Overland	£34060	280	273	-
3.6 V6 Rubicon	£32810	280	276	-
<b>CHEROKEE</b> 5dr 4x4	Hamstrung by poor UK spec. Uninspiring, but roomy and practical	★★★★★		
2.0d Longitude	£26095	138	139	-
2.0d Longitude 4WD	£28095	138	139	-
2.2d Longitude 4WD	£30845	182	150	-
2.0d Longitude +	£28295	138	139	-
2.0d Longitude + 4WD	£30295	138	139	-
2.2d Longitude + 4WD	£33045	182	150	-
2.0d Limited	£31795	138	139	-
2.0d Limited 4WD	£33795	138	139	-
2.2d Limited 4WD	£36795	197	150	-
2.2d Limited 4WD Active Drive	£37995	197	160	-
3.2 V6 Limited 4WD	£38545	268	223	-
2.2d Night Eagle 4WD	£36795	197	150	-
<b>GRAND CHEROKEE</b> 5dr 4x4	The best Jeep. Comfortable and well-equipped	★★★★★		
3.0 V6 190 CRD Laredo	£38895	188	198	36
3.0 V6 CRD Limited	£41495	247	198	40
3.0 V6 CRD Limited Plus	£44495	247	198	40
3.0 V6 CRD Overland	£48195	247	198	41
3.0 V6 CRD Summit	£51995	247	198	41
6.4 V8 SRT	£65995	461	327	50



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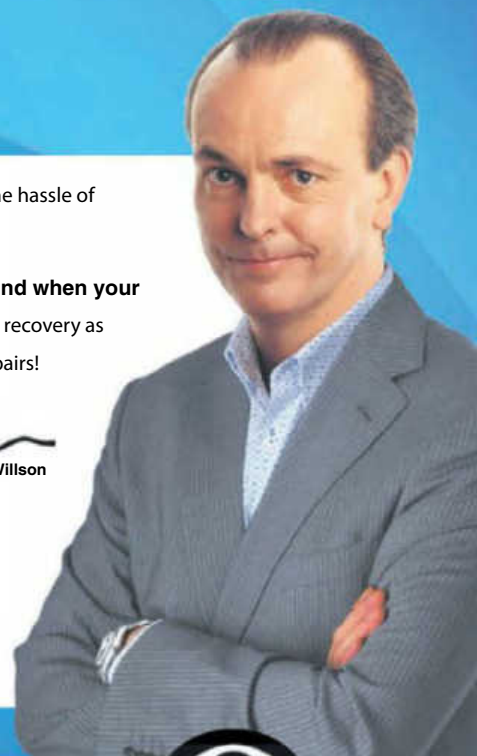


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# AUTOCAR TOP FIVES

## Superminis



**1 Ford Fiesta** From £10,000  
Not a class-beater in every regard, but its dynamics are so far ahead of the curve that it's currently unassailable. ★★★★★



**2 Mini One** From £13,000  
Three-pot engines and cleverly recycled interior make the Mini a superb choice. Second to Fiesta on value, though. ★★★★★



**3 Mazda 2** From £12,000  
A very grown-up and well-made supermini. Drives with real charm, too. Engine not quite so appealing. ★★★★★



**4 Skoda Fabia** From £10,000  
Feels like the sum of everything Skoda has learnt in the past 20 years. That makes it very good indeed. ★★★★★



**5 Renault Clio** From £10,000  
An attractive and practical proposition, and still pleasingly French. Ride and handling great, interior less so. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
300h Premier	£43745	179	113	33
450h Luxury	£45495	288	141	42
450h F Sport	£51495	288	145	42
450h Premier	£51495	288	141	42
<b>LS 4dr saloon</b> Uninspiring luxury barge with a huge kit list attached	★★★★★			
460 Luxury	£71995	382	249	48
460 F Sport	£74495	382	249	48
600h L Premier	£99995	389	199	50
<b>NX 5dr hatch</b> Some good ideas, but dramatically off the pace to drive	★★★★★			
200i F Sport	£38095	235	183	-
300h S	£29495	153	116	29
300h SE	£31495	153	121	31
300h Luxury	£34495	153	121	31
300h F Sport	£36995	153	121	31
300h Premier	£42995	153	121	31
<b>RX 5dr 4x4</b> Low flexibility, but hybrid function makes a degree of economic sense	★★★★★			
200i S	£33995	235	181	-
200i Luxury	£45995	235	184	-
200i F Sport	£48995	235	184	-
450h SE	£46995	259	120	41
450h Luxury	£49995	259	127	41
450h F Sport	£52995	259	127	41
450h Premier	£57995	259	127	41
<b>RC-F 2dr coupé</b> An also-ran in the segment, although naturally-aspirated V8 is easy to like	★★★★★			
5.0 V8	£59995	471	251	48
5.0 V8 Carbon	£67995	471	251	50
<b>LOTUS</b>				
<b>ELISE 2dr open</b> Pure sports car. Great chassis and steering, low running costs	★★★★★			
1.6 Sport	£29900	134	149	43
1.8 Sport 220	£36500	217	173	43
1.8 20th Anniversary Edition	£39900	217	175	43
1.8 200 Cup	£43500	217	175	43
1.8 Cup R	£49950	217	-	-
<b>EXIGE 2dr coupé</b> Sharp, uncompromising track car. Unforgiving on road	★★★★★			
3.5 V6 S	£54500	345	235	47
3.5 V6 S Roadster	£55500	345	235	47
3.5 V6 S Club Racer	£56900	345	235	47
3.5 V6 Cup R	£74995	363	-	-
<b>EVORA 2dr coupé</b> Sublime combination of pitlane ride and sweet handling	★★★★★			
3.5 V6 400	£72000	400	225	50
3.5 V6 GT4	£149760	356	-	-
<b>MASERATI</b>				
<b>GHIBLI 4dr saloon</b> Classy and entertaining but less polished than a 5-Series	★★★★★			
3.0 V6	£53580	325	207	50
3.0 V6 S	£64730	404	223	50
3.0 V6	£49160	271	158	50
<b>QUATTROPORTE 4dr saloon</b> Not quite as sophisticated as it might have been.	★★★★★			
3.0 V6 S	£81565	404	223	50
3.8 V8 GTS	£109635	523	250	50
3.0 V6	£69235	271	163	50
<b>GRANTURISMO 2dr coupé</b> Fantastic looks and soundtrack, average chassis	★★★★★			
4.2 V8	£82890	400	330	50
4.7 V8 Sport	£91420	453	330	50
4.7 V8 MC Stradale	£110745	453	360	50
4.7 V8 MC Centennial Edition	£119465	453	360	50
<b>GRANCABRIO 2dr open</b> Fantastic looks and soundtrack, average chassis	★★★★★			
4.7 V8	£99850	444	337	50
4.7 V8 Sport	£104545	453	337	50
4.7 V8 MC Stradale	£112380	453	337	50
4.7 V8 MC Centennial Edition	£125045	453	337	50
<b>MAZDA</b>				
<b>2 5dr hatch</b> Much more grown-up now. Handsome and comfortable – if slightly less fun	★★★★★			
1.5 75 SE	£11995	74	110	13
1.5 75 SE-L	£12995	74	110	13
1.5 90 SE-L	£13995	89	105	15
1.5 90 SE-L Nav	£14395	89	105	15
1.5 90 Sport	£14995	89	105	15
1.5 90 Sport Nav	£15395	89	105	15
1.5 90 Sport Black	£15595	89	105	15
1.15 Sport Nav	£15995	111	117	19
1.5 105 SE-L	£15995	104	89	15
1.5 105 SE-L Nav	£16395	104	89	15
1.5 105 Sport	£16995	104	89	15
1.5 105 Sport Nav	£17395	104	89	15
<b>3 5dr hatch</b> Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
1.5 100 SE	£17095	99	119	13
1.5 100 SE Nav	£17695	99	119	13
2.0 120 SE	£17395	119	117	13
2.0 120 SE Nav	£17995	119	117	13
2.0 120 SE-L	£18895	118	119	13
2.0 120 SE-L Nav	£19495	118	119	13
2.0 120 Sport	£20445	118	119	13
2.0 165 Sport Nav	£22170	162	135	22
1.5 105 SE	£18895	104	89	15
1.5 105 SE Nav	£19495	104	89	15
1.5 105 SE-L	£20395	104	89	15
1.5 105 SE-L Nav	£20995	104	89	15
1.5 105 Sport Nav	£21945	104	89	15
2.2 150 SE	£19745	148	107	23
2.2 150 SE Nav	£20345	148	107	23
2.2 150 SE-L	£21245	148	107	23
2.2 150 SE-L Nav	£21845	148	107	23
2.2 150 Sport Nav	£22795	148	107	23
<b>3 FASTBACK 4dr saloon</b> Refined, well-priced family choice. Dynamically satisfying, too	★★★★★			
2.0 120 SE	£17395	119	117	13
2.0 120 SE Nav	£17995	119	117	13
2.0 120 SE-L	£18895	118	119	13
2.0 120 SE-L Nav	£19495	118	119	13
2.0 120 Sport	£20445	118	119	13
2.0 120 Sport Nav	£22170	162	135	22
1.5 105 SE	£18895	104	89	15
1.5 105 SE Nav	£19495	104	89	15
1.5 105 SE-L	£20395	104	89	15
1.5 105 SE-L Nav	£20995	104	89	15
1.5 105 Sport Nav	£21945	104	89	15
2.2 150 SE	£19745	148	107	23
2.2 150 SE Nav	£20345	148	107	23
2.2 150 SE-L	£21245	148	107	23
2.2 150 SE-L Nav	£21845	148	107	23
2.2 150 Sport Nav	£22795	148	107	23
<b>4dr saloon</b> A compelling mix of size, economy and performance. Interior a letdown	★★★★★			
2.0 145 SE	£19795	143	129	18
2.0 145 SE-L	£20495	143	129	18
2.0 145 SE-L Nav	£20795	143	129	16
2.0 145 SE-L Nav	£21495	143	129	16
2.0 165 Sport Nav	£24595	162	135	19
2.0 150 SE	£22295	148	108	21
2.0 150 SE Nav	£22995	148	108	21
2.0 150 SE-L	£23295	148	108	21
2.0 150 SE-L Nav	£23995	148	108	21
2.0 150 Sport Nav	£26395	148	108	21
2.0 175 Sport Nav	£26795	173	119	23
<b>6 TOURER 5dr estate</b> A compelling mix of size, economy and performance	★★★★★			
2.0 165 Sport Nav	£25395	162	135	19
2.0 175 Sport Nav	£27595	173	119	23
2.0 145 SE-L	£21725	143	116	13
2.0 145 SE-L Nav	£22425	143	116	13
2.0 150 SE	£23095	148	108	21
2.0 150 SE Nav	£23795	148	116	21
2.0 150 SE-L	£24095	148	116	21
2.0 150 SE-L Nav	£24795	148	116	21
2.0 150 Sport Nav	£27195	148	116	21
<b>CX-3 5dr 4x4</b> Superb diesel engine matched to above-average package	★★★★★			
2.0 120 SE	£11795	118	137	17
2.0 120 SE-L	£18195	118	137	17
2.0 120 SE-L Nav	£18995	118	137	15
2.0 120 SE-L Nav	£19595	118	137	15
2.0 120 Sport Nav	£20495	118	137	17
2.0 150 Sport Nav	£22495	148	150	19
1.5 105 SE	£18995	104	105	15
1.5 105 SE Nav	£19595	104	105	15
1.5 105 SE-L	£20395	104	105	13
1.5 105 SE-L Nav	£20995	104	105	13
1.5 105 Sport Nav	£21895	104	105	-
1.5 105 Sport Nav	£23395	104	123	-
<b>CX-5 5dr 4x4</b> Superb diesel engine matched to above-average package	★★★★★			
2.0 165 SE-L Nav	£23195	162	139	15
2.0 165 Sport Nav	£25695	162	139	15
2.0 150 SE-L Nav	£24995	148	119	20
2.0 150 SE-L Lux Nav	£26595	148	119	20
2.0 150 Sport Nav	£27495	148	119	19
2.0 150 SE-L Nav	£26995	148	136	17
2.0 175 Sport Nav	£27995	173	136	21
<b>MX-5 2dr open</b> The old recipe – but done better, less low-cost and pretty. As it should be	★★★★★			
1.5i Sport Nav	£22445	129	139	26
1.5i SE	£18495	129	139	25
1.5i SE-L	£19245	129	139	25
1.5i SE-L Nav	£19845	129	139	26
1.5i Sport	£21845	129	139	26
2.0i SE-L	£20095	153	161	29
2.0i SE-L Nav	£20695	153	161	29
2.0i Sport	£22695	153	161	29
2.0i Sport Nav	£23295	153	161	29
2.0i Sport Recaro	£24295	153	161	29
<b>MCLAREN</b>				
<b>650S 2dr coupé</b> Extraordinary pace and handling. The car the 12C should have been	★★★★★			
3.8 V8	£195250	641	275	50
<b>650S SPIDER 2dr open</b> More of the same although noisier – and better for it	★★★★★			
3.8 V8	£215250	641	275	50
<b>570S 2dr coupé</b> A supercar-slayer for a new age. Blisteringly fast and exciting	★★★★★			
3.8 V8	£143250	562	249	50
<b>540C 2dr coupé</b> The affordable end of McLaren's spectrum	★★★★★			
3.8 V8	£126000	533	249	50
<b>MERCEDES-BENZ</b>				
<b>A-CLASS 5dr hatch</b> Desirability on message; ride quality seriously off-piste	★★★★★			
A180 SE	£21065	121	127	17
A180 Sport	£22190	121	131	17
A180 AMG Line	£23485	121	138	17
A200 Sport	£23715	154	132	21
A200 AMG Line	£25010	154	132	21
A250 AMG Line	£28995	215	158	27
A250 AMG Line 4Matic	£31945	215	159	27
A45 AMG 4MATIC	£29995	375	162	41
A180d SE	£22140	107	89	13
A180d Sport	£23135	107	102	13
A180d AMG Line	£24430	107	102	13
A200d SE	£23215	134	106	17
A200d Sport	£24210	134	111	17
A200d AMG Line	£25505	134	111	18
A220d AMG Line	£28385	174	127	18
A220d Motorsport Edition	£31635	174	127	18
A220d AMG Line 4Matic	£29885	174	124	21
A220d Motorsport Edit 4Matic	£33135	174	124	23
<b>B-CLASS 5dr hatch</b> A slightly odd prospect, but practical and classy	★★★★★			
B180 SE	£21825	120	129	19
B180 Sport	£22950	120	132	19
B180 AMG Line	£24245	120	132	19
B200 SE	£23350	154	132	22
B200 Sport	£24475	154	132	22
B200 AMG Line	£25700	154	132	22
B180d SE	£22970	107	102	15
B180d Sport	£23895	107	107	15
B180d AMG Line	£25190	107	107	15
B200d SE	£23975	134	109	19
B200d Sport	£24970	134	112	19
B200d AMG Line	£26265	134	112	21
B220d Sport	£27850	174	128	21
B220d AMG Line	£29145	174	108	24
B220d AMG Line 4Matic	£29350	174	108	24
B220d AMG Line 4Matic	£30645	174	130	23
<b>CLA 4dr saloon</b> Attractive from some angles, unattractive from others. Dynamics to match	★★★★★			
CLA180 Sport	£20500	120	128	23
CLA180 AMG Sport	£27250	120	128	23
CLA250 AMG	£32130	215	156	33
CLA250 AMG 4Matic	£25080	215	158	33
CLA45 AMG	£42660	375	171	43
CLA200d Sport	£21245	148	107	24
CLA200d AMG Sport	£22895	148	107	24
CLA250 AMG 4Matic	£23430	148	107	24
CLA45 AMG	£42660	375	171	43
CLA200d Sport	£21245	148	107	24
CLA200d AMG				



## AUTOCAR TOP FIVES

## Compact execs



**1 Jaguar XE** From £27,000  
Jaguar has made the XE class-leading the old-fashioned way. A steadfast focus on the driver makes it irresistible. ★★★★★



**2 BMW 3 Series** From £22,000  
Still one of the finest all-round prospects currently on sale and almost certainly the best 3 Series yet. Splendid. ★★★★★



**3 Mercedes-Benz C-Class** From £25,000  
Still doing things its own way. Has an upmarket and stately way of working its way under your skin. Clever car. ★★★★★



**4 Audi A4** From £23,000  
Trails behind its rivals, but due to be replaced later this year. Quality, frugality and cabin ambience are spot on. ★★★★★



**5 Volvo S60** From £20,000  
Styled, sized and priced to compete from the outset, the S60 now has the engines to go with its best intentions. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>PACEMAN 3dr coupé</b> Two-door Countryman a Mini too far for us. Tough to like ★★★★★				
1.6 Cooper	£19115	121	137	16
1.6 Cooper ALL4	£20315	121	156	16
1.6T Cooper S	£22485	181	139	30
1.6T Cooper S ALL4	£23720	181	148	29
1.6T John Cooper Works	£29575	208	165	34
1.6D Cooper 2	£21535	110	123	14
1.6D Cooper 4	£20345	110	111	15
2.0D Cooper SD	£23205	141	119	20
2.0D Cooper SD ALL4	£24535	141	126	19
<b>COUNTRYMAN 5dr 4x4</b> Big, but still more funky than useful ★★★★★				
1.6 One 2WD	£17105	97	134	12
1.6 Cooper 2WD	£18625	120	137	16
1.6 Cooper ALL4 4WD	£19855	120	156	16
1.6T Cooper S 2WD	£22005	181	139	30
1.6T Cooper S ALL4 4WD	£23240	181	148	29
1.6T JCW	£28985	215	165	33
1.6D Cooper 2WD	£19885	110	111	15
1.6D Cooper ALL4 4WD	£21055	110	123	16
2.0D Cooper SD 2WD	£22725	141	119	20
2.0D Cooper SD ALL4 4WD	£23945	141	126	20

<b>CONVERTIBLE 5dr open</b> Open-top fun, but compromised on practicality and dynamics ★★★★★				
1.5 Cooper	£18475	134	114	-
1.5D Cooper	£20225	114	100	-
2.0 S Cooper	£22430	189	139	-
<b>CLUBMAN 5dr estate</b> Grow-up Mini is respectable – if uncomfortable – in long trousers ★★★★★				
1.5 Cooper	£19965	134	118	-
1.5D Cooper	£22245	148	109	-
2.0 S Cooper	£22755	189	144	-
2.0 SD Cooper	£24810	189	119	-

<b>MITSUBISHI</b>				
<b>1.5dr hatch</b> Electric city transport. Fun, quirky but ludicrously expensive ★★★★★				
MIEV Keiko	£28499	66	0	27
<b>MIRAGE 5dr hatch</b> Straightforward hatchback. Not for the likes of us ★★★★★				
1.2 Attivo	£10998	79	100	18
1.2 Attivo CVT	£11999	79	99	18
<b>ASX 5dr hatch</b> Engine sets a new standard, but otherwise unexceptional ★★★★★				
1.6 MIVEC 2C 2WD	£15249	115	135	13
1.6 MIVEC 2C 4WD	£17499	115	136	13
1.6d 2C 4WD	£19499	112	119	19
1.6d 2C 4WD	£23499	112	139	19
2.2d 2C 4WD Auto	£24884	147	152	19
<b>SHOGUN 5dr 4x4</b> Has its appeal. Needs more chassis finesse, but still charming ★★★★★				
3.2 Di-DC S62	£31034	187	245	32
3.2 Di-DC S63 auto	£34299	187	245	34
3.2 Di-DC S64 auto	£37299	187	245	34
<b>OUTLANDER 5dr 4x4</b> Practical and efficient, although very ordinary inside ★★★★★				
2.0 PHEV GX3h	£34248	119	42	26
2.0 PHEV GX3h+	£35249	119	42	26
2.0 PHEV GX4h	£38898	119	42	27
2.0 PHEV GX4h	£40054	119	42	24
2.2 Di-D GX2 4WD	£24798	147	139	22
2.2 Di-D GX3 4WD	£27599	147	139	23
2.2 Di-D GX4 4WD	£31499	147	139	24

<b>MORGAN</b>				
<b>3 WHEELER 0dr open</b> Eccentric, uniquely English and not a little special ★★★★★				
1.9 115 Sport	£31140	82	215	-
1.9 115 Superspy	£34995	82	-	-
<b>4-4 2dr open</b> Has its appeal, but not so rewarding to drive ★★★★★				
1.6	£29995	110	143	-
<b>PLUS 4 2dr open</b> Has its appeal. Needs more chassis finesse, but still charming ★★★★★				
2.0 2 Seater	£38100	154	164	-
2.0 4 Seater	£43200	154	164	-
<b>ROADSTER 2dr open</b> More advanced, but pricier and needs better brakes ★★★★★				
3.7 V6 4 Seater	£55140	280	240	-
3.7 V6	£48000	280	240	-
<b>PLUS 8 2dr open</b> Old V8 charm lives on, but requires oodles of cash ★★★★★				
4.8 V8	£73494	367	282	-

<b>NISSAN</b>				
<b>MICRA 5dr hatch</b> Low running costs but below average overall ★★★★★				
1.2 Visia Limited Edition	£7995	79	115	6
1.2 Visia	£8995	79	115	7
1.2 Acenta	£11615	79	115	7
1.2 DIG-S Acenta	£12715	97	99	10
1.2 Acenta Connect	£12115	79	115	7
1.2 DIG-S Acenta Connect	£13215	97	95	10
1.2 N-Tec	£12400	79	115	7
1.2 DIG-S N-Tec	£13500	97	99	10
1.2 Tekna	£13015	79	115	7
1.2 DIG-S Tekna	£15115	97	99	10
<b>JUKE 5dr hatch</b> High-riding, funky hatch is a compelling package. High CO <sub>2</sub> ★★★★★				
1.2 DIG-T Acenta	£15630	113	130	12
1.2 DIG-T N-Connecta	£17150	113	130	12
1.2 DIG-T Tekna	£18280	113	130	12
1.6 Visia	£13930	93	132	12
1.6 DIG-T 190 N-Connecta	£18460	187	139	21
1.6 DIG-T 190 Tekna	£19710	187	139	21
1.6 DIG-T 218 Nismo RS	£21995	215	-	21
1.5 dCi Visia	£15830	109	107	13
1.5 dCi Acenta	£17025	109	107	13
1.5 dCi N-Connecta	£18545	109	107	13
1.5 dCi Tekna	£19675	109	107	13
<b>NOTE 5dr hatch</b> It lacks a bit of verve, but objectively the Note is entirely fit for purpose ★★★★★				
1.2 Visia Limited Edition	£9995	79	109	6
1.2 Visia	£12280	79	109	6
1.2 Acenta	£13675	79	109	6
1.2 Acenta Style	£14175	79	109	6
1.2 Acenta Premium	£15515	79	109	6
1.2 N-Tec	£14775	79	109	6
1.2 DIG-S Acenta	£15275	97	99	10
1.2 DIG-S Acenta Style	£15715	97	99	10
1.2 DIG-S Acenta Premium	£16620	97	99	10
1.2 DIG-S Tekna				

<b>MAZDA</b>				
1.2 DIG-S Tekna Style	£17120	97	99	10
1.5 dCi Visia	£14280	89	93	8
1.5 dCi Acenta	£15675	89	93	8
1.5 dCi Acenta Style	£16175	89	93	8
1.5 dCi Acenta Premium	£16615	89	93	8
1.5 dCi Tekna	£17520	89	93	8
1.5 dCi Tekna Style	£18020	89	93	8
<b>LEAF 5dr hatch</b> Comfortable electric car with 100-mile range ★★★★★				
80kw Tekna	£30590	107	0	24
80kw Visia	£26490	107	0	23
80kw Visia +	£27590	107	0	23
80kw Acenta	£28590	107	0	23
<b>PULSAR 5dr hatch</b> Undeniably fit for purpose, but its appeal goes no deeper than that ★★★★★				
1.2 DIG-T 115 Visia	£15995	114	117	10
1.2 DIG-T 115 Acenta	£17945	114	117	10
1.2 DIG-T 115 N-Tec	£19495	114	117	10
1.2 DIG-T 115 Tekna	£20845	114	117	10
1.5 dCi 110 Visia	£19945	188	134	21
1.5 dCi 110 Acenta	£20795	188	134	21
1.5 dCi 110 N-Tec	£22845	188	134	21
1.5 dCi 110 Tekna	£17895	109	94	11
1.5 dCi 110 N-Tec	£21095	109	94	11
1.5 dCi 110 Tekna	£22445	109	94	11

<b>QASHQAI 5dr hatch</b> Second generation a masterly update of the first. The crossover to beat ★★★★★				
1.6 dCi 130 Tekna 4WD	£28910	128	133	19
1.6 dCi 130 Visia	£18545	113	133	17
1.6 dCi 130 Acenta	£20130	113	133	14
1.6 dCi 130 Acenta Premium	£21980	113	133	14
1.6 dCi 130 N-Connecta	£22110	113	133	14
1.6 dCi 130 Tekna	£24210	113	133	14
1.6 DIG-T 163 N-Connecta	£23200	161	138	14
1.6 DIG-T 163 Tekna	£25300	161	138	14
1.5 dCi 110 Visia	£20295	109	103	17
1.5 dCi 110 Acenta	£21880	109	103	17
1.5 dCi 110 Acenta Premium	£23730	109	103	17
1.5 dCi 110 N-Connecta	£23730	109	103	14
1.5 dCi 110 Tekna	£25830	109	103	15
1.6 dCi 130 Acenta Premium	£24980	128	120	19
1.6 dCi 130 Acenta Prem 4WD	£26680	128	133	19
1.6 dCi 130 N-Connecta 4WD 17"	£26680	128	133	19
1.6 dCi 130 N-Connecta 4WD 18"	£26810	128	133	19
1.6 dCi 130 Tekna	£27080	128	120	19

<b>X-TRAIL 5dr 4x4</b> Sleek, Qashqai-based crossover is an easy win if you require seven seats ★★★★★				
1.2 DIG-T 163 Visia 2WD	£21995	161	145	19
1.6 dCi Visia 2WD 5st	£23455	128	133	19
1.6 dCi Visia 2WD 7st	£24355	128	133	19
1.2 DIG-T 163 Acenta 2WD 5st	£23795	161	145	19
1.2 DIG-T 163 Acenta 2WD 7st	£24695	161	145	19
1.6 dCi Acenta 2WD 5st	£25255	128	133	19
1.6 dCi Acenta 2WD 7st	£27155	128	139	20
1.6 dCi Acenta 4WD 7st	£26155	128	133	19
1.6 dCi Acenta 4WD 7st	£28055	128	139	20
1.2 DIG-T 163 N-Tec 2WD 5st	£26445	161	145	19
1.2 DIG-T 163 N-Tec 2WD 7st	£27345	161	145	19
1.6 dCi N-Tec 2WD 5st	£28035	128	133	19
1.6 dCi N-Tec 4WD 5st	£29820	128	139	20
1.6 dCi N-Tec 2WD 7st	£28935	128	133	19
1.6 dCi N-Tec 4WD 7st	£30720	128	139	20
1.2 DIG-T 163 Tekna 2WD 5st	£28445	161	145	19
1.2 DIG-T 163 Tekna 2WD 7st	£29345	161	145	19
1.6 dCi Tekna 2WD 5st	£30035	128	133	19
1.6 dCi Tekna 4WD 5st	£31820	128	139	20
1.6 dCi Tekna 2WD 7st	£30935	128	133	19
1.6 dCi Tekna 4WD 7st	£32720	128	139	20

<b>370Z 2dr coupé</b> Great engine and poised handling. Lots of road noise ★★★★★				
3.7 V6 Nismo	£37585	339	248	46
3.7 V6	£27445	323	248	46
3.7 V6 GT	£32525	323	248	46
<b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value ★★★★★				
3.8 V6 MY15	£78030	523	275	50
3.8 V6 Track Edition	£88560	523	275	50
3.8 V6 Nismo	£125000	591	275	50

<b>NOBLE</b>				
<b>M600 2dr coupé</b> A new era for the Brit maker. Outrageous pace and handling ★★★★★				
4.4 V8	£200000	650	-	-

PEUGEOT				
<b>10N 5dr hatch</b>	Good electric powertrain, comically expensive	★★★★☆		
47kW	£16995	63	0	28
<b>108 3dr hatch</b>	Sister car to the Aygo. And distant second to most city car rivals	★★★★☆		
1.0 Access	£8345	67	95	6
1.0 Active	£9595	67	95	6
1.0 Active Top	£10595	67	95	7
1.2 PureTech Allure	£11095	81	99	11
1.2 PureTech Allure Top	£12095	81	99	11
1.2 PureTech Feline	£11945	81	99	11
1.2 PureTech Roland Garros Top	£12495	81	99	11
<b>108 5dr hatch</b>	Sister car to the Aygo. And distant second to most city car rivals	★★★★☆		
1.0 Active	£9995	68	95	6
1.0 Active Top	£10995	68	95	7
1.2 PureTech Allure	£11495	81	99	11
1.2 PureTech Allure Top	£12495	81	99	11
1.2 PureTech Feline	£12345	81	99	11
1.2 PureTech Roland Garros Top	£12895	81	99	11
<b>208 3dr hatch</b>	Big improvement for Peugeot, if not the supermini class	★★★★☆		
1.0 PureTech Access A/C	£11695	67	102	5
1.6 Blue HDi Access A/C	£13845	74	90	6
1.0 PureTech Active	£12495	67	102	6
1.2 PureTech Active	£12995	81	104	8



## WHAT'S COMING WHEN



## Smart Fortwo Cabrio

Spring

The open-top version of Smart's dinky city car comes with a 70bhp 1.0-litre three-cylinder or 89bhp turbocharged 0.9-litre engine. A short wheelbase makes it nervous at speed, but it's agile and highly manoeuvrable through town. **Price** £13,265

## SPRING 2016

**Abarth** 595 facelift, **Alpina** B7, **Ariel** Nomad Supercharged, **Audi** S8 Plus, S4, RS6/RS7 Performance, R8 Spyder, S07, SQ5, **BMW** M2, M4 GTS, 225xe Active Tourer, 330e, 3 Series GT facelift, X4 M40i, **Bugatti** Chiron, **Cadillac** CT6, **Chevrolet** Camaro, **Detroit** Electric SP:01, **Elemental** RP1, **Ferrari** 488 Spider, **Fiat** Tipo, **Ford** Focus RS, Ranger, Mustang, **Infiniti** Q30, **Hyundai** i20 Active, i20 1.0, **Jaguar** F-Pace, XE AWD, XF AWD, **Kia** Sportage, Optima, **Kahn** Speed 7, **Koenigsegg** Agera RS, **Lamborghini** Aventador SV Roadster, Huracán LP580-2, Huracán Spyder, Centenario LP770-4, **Land Rover** Range Rover Evoque Convertible, **Lexus** RX, GS F, RC, **Lotus** 3-Eleven, **Elise Sport**, **Mercedes-AMG** C63 Coupé, S65 Cabriolet, GT3, **Mercedes-Benz** S-Class Cabriolet, E-Class, GLS, SL facelift, SLC, C-Class Coupé, **Mini** Clubman All4, Convertible, **Pagani** Huayra R, **Porsche** 718 Boxster, 911 Carrera 4/4S, 911 Turbo/Turbo S facelift, Macan GTS, **Rolls-Royce** Dawn, **Smart** Fortwo Cabrio, **Subaru** XV facelift, **Suzuki** Baleno, **Toyota** Prius, C-HR, RAV4 facelift, **Vauxhall** Astra, Astra Sports Tourer, **Volkswagen** Golf GTI Clubsport, Tiguan, **Zenos** E10 R

## SUMMER 2016

**Alfa Romeo** Mito facelift, Giulietta facelift, **Alpine** A120, **Aston Martin** DB11, **Audi** RS4, A4 Allroad, A3 facelift, Q2, **BMW** 1 Series saloon, 740e, 3 Series GT, **Bristol** Project Pinnacle, **Chevrolet** Camaro, **Citroën** C3, DS 3, **Ferrari** F12tdf, FF facelift, **Fiat** 124 Spider, **Ford** Ecosport, Edge, S-Max Vignale, **Honda** NSX, **Hyundai** i10, Ioniq, **Infiniti** QX30, Q60, **Jaguar** F-Type SVR, **Koenigsegg** Regera, **Maserati** Levante, **McLaren** 675LT Spider, 570S GT, **Mercedes-AMG** SL63, **Mercedes-Benz** C-Class Cabriolet, CLA facelift, CLA Shooting Brake facelift, **Mercedes-Maybach** S-Class Pullman, **MG** GS, **Mitsubishi** Outlander facelift, **Morgan** EV3, **Peugeot** 3008, 5008, **Porsche** 911 R, **Renault** Mégane, Mégane RS, **Seat** Leon SUV, **Toyota** Auris Cross, **Tramontana** R, **Vauxhall** Zafira Tourer, **Volkswagen** Up facelift, Beetle Dune

## AUTUMN/WINTER 2016

**Alfa Romeo** Giulia, **Audi** Q5, A5, TT RS, **Bentley** Bentayga, **Mulsanne** facelift, **Borgward** BX7, **Caterham** Seven 620S, **Citroën** C3 Picasso, **Ford** GT, Ka, **Hennessey** Venom F5, **Honda** Civic, FCV Clarity, **Hyundai** Ioniq, **Kia** Optima Sportswagon, **Soul** facelift, **Ceed**, **Niro**, **Land Rover** Discovery, **Lexus** LC500, **Mercedes-AMG** GT3, E63, **Mercedes-Benz** S-Class facelift, **Mini** Countryman, **Mitsubishi** ASX, **Morgan** EV3, **Nissan** Juke, **Micro**, **Porsche** 718 Cayman, **Renault** Scenic, **Clio** facelift, **Seat** Leon, **Skoda** SUV, **Roomster**, **Subaru** Impreza, **Tesla** Model X, **Vauxhall** Insignia, **Volkswagen** Golf, Beetle, **Volvo** S90, V90

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## Morgan EV3

Autumn/winter

Not even Morgan is immune to the pressures of emissions regulations, so the bespoke car maker has announced that it is developing a range of hybrid and electric models to go on sale by 2019. The 3 Wheeler-based EV3 will be the first. **Price** £28,000 (est)

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5 dCi 110 Dynamic Nav	£17695	108	98	15
0.9 Tce 90 Dynamic Nav S	£16795	89	114	9
1.5 dCi 90 Dynamic Nav S	£18495	89	95	12
1.5 dCi 110 Dynamic Nav S	£19195	108	98	15
0.9 Tce 90 Signature Nav	£18395	89	121	9
1.5 dCi 90 Signature Nav	£20195	89	98	12
1.5 dCi 110 Signature Nav	£20795	108	101	15
<b>CLIO 5dr hatch</b> Attractive, nice to drive and practical. Only the Fiesta does it better	★★★★★			
1.2 Expression 16V 75	£11145	74	127	4
1.2 Play 16V 75	£12675	74	127	4
0.9 Tce 90 Play	£13675	89	104	9
1.5 dCi 90 Play	£14975	89	85	12
1.5 dCi 90 Play Eco	£15225	89	82	12
1.2 75 16V Dynamic Nav	£13675	74	127	4
0.9 Tce 90 Dynamic Nav	£14675	89	104	9
1.5 dCi 90 Dynamic Nav	£15975	89	85	12
1.5 dCi 90 Dynamic Nav Eco	£16225	89	82	12
0.9 Tce 90 Dynamic S Nav	£15675	89	104	10
1.5 dCi 90 Dynamic S Nav	£16975	89	85	12
0.9 Tce 90 Iconic 25 Nav	£16775	89	104	10
1.5 dCi 90 Iconic 25 Nav	£18075	89	85	12
1.2 Tce 120 GT-Line Nav Auto	£17725	118	120	15
<b>MEGANE 5dr hatch</b> Stylish and refined but bland. Nothing exceptional	★★★★★			
1.2 Tce 115 Expression +	£11750	113	119	17
1.5 dCi 110 Expression +	£18245	108	93	15
1.2 Tce 115 Dynamic Nav	£18570	113	119	17
1.5 dCi 110 Dynamic Nav	£19245	108	93	15
1.6 dCi 130 Dynamic Nav	£19745	128	104	21
1.2 Tce 115 Limited Nav	£19070	113	119	17
1.5 dCi 110 Limited Nav	£19745	108	93	15
1.6 dCi 130 Limited Nav	£20245	128	104	21
1.2 Tce 115 GT-Line Nav	£20070	113	119	17
1.5 dCi 110 GT-Line Nav	£20745	108	93	15
1.6 dCi 130 GT-Line Nav	£21245	128	104	21
2.0 220 GT Nav	£23250	217	167	31
<b>MEGANE SPORT TOURER 5dr estate</b> Stylish and refined but bland. Nothing exceptional	★★★★★			
1.2 Tce 115 Expression +	£18570	113	119	17
1.5 dCi 110 Expression +	£19245	108	93	15
1.2 Tce 115 Dynamic Nav	£19570	113	119	17
1.5 dCi 110 Dynamic Nav	£20245	108	93	15
1.6 dCi 130 Dynamic Nav	£20745	128	104	21
1.2 Tce 115 Limited Nav	£20070	113	119	17
1.5 dCi 110 Limited Nav	£20745	108	93	15
1.6 dCi 130 Limited Nav	£21245	128	104	21
1.2 Tce 115 GT-Line Nav	£21070	113	119	17
1.5 dCi 110 GT-Line Nav	£21745	108	93	15
1.6 dCi 130 GT-Line Nav	£22245	128	104	21
2.0 220 GT Nav	£24250	217	167	31
<b>MEGANE 3dr coupé</b> Stylish but average in normal guise. R'sport excellent	★★★★★			
1.2 Tce 115 Dynamic Nav	£19345	113	119	17
1.5 dCi 110 Dynamic Nav	£20945	108	93	15
1.6 dCi 130 Dynamic Nav	£21445	128	104	21
1.2 Tce 115 Limited Nav	£19845	113	119	17
1.5 dCi 110 Limited Nav	£21445	108	93	15
1.6 dCi 130 Limited Nav	£21945	128	104	21
1.2 Tce 115 GT-Line Nav	£20845	113	119	17
1.5 dCi 110 GT-Line Nav	£22445	108	93	15
1.6 dCi 130 GT-Line Nav	£22945	128	104	21
2.0 220 GT Nav	£24235	217	167	31
2.0 Renaultsport 275 Cup-S	£23935	271	174	40
2.0 Renaultsport Nav 275	£23935	271	174	40
<b>SCENIC 5dr 4x4</b> Still a class act. Well priced and equipped	★★★★★			
1.2 Tce 115 Dynamic Nav	£20555	113	140	18
1.2 Tce 130 Dynamic Nav	£20905	128	140	19
1.5 dCi 110 Dynamic Nav	£21395	108	105	18
1.6 dCi 130 Dynamic Nav	£22495	128	114	23
1.2 Tce 115 Limited Nav	£21055	113	140	18
1.2 Tce 130 Limited Nav	£21405	128	140	19
1.5 dCi 110 Limited Nav	£21895	108	105	18
1.6 dCi 130 Limited Nav	£22995	128	114	23
<b>GRAND SCENIC 5dr MPV</b> As above, but with seven seats. Nice cabin and ride	★★★★★			
1.2 Tce 115 Dynamic Nav	£21790	113	145	19
1.2 Tce 130 Dynamic Nav	£22125	128	145	20
1.5 dCi 110 Dynamic Nav	£22615	108	105	19
1.6 dCi 130 Dynamic Nav	£23715	128	114	24
1.2 Tce 115 Limited Nav	£22290	113	145	19
1.2 Tce 130 Limited Nav	£22625	128	145	20
1.5 dCi 110 Limited Nav	£23115	108	105	19
1.6 dCi 130 Limited Nav	£24215	128	114	24
<b>KADJAR 5dr SUV</b> A Qashqai in Renault clothes. Lower prices make it a fine alternative	★★★★★			
1.2 Tce 130 Expression +	£17995	128	126	16
1.5 dCi 110 Expression +	£19895	108	94	14
1.2 Tce 130 Dynamic Nav	£19695	128	126	16
1.5 dCi 110 Dynamic Nav	£21595	108	94	14
1.6 dCi 130 Dynamic Nav ZWD	£22795	128	113	17
1.6 dCi 130 Dynamic Nav 4WD	£24295	128	126	18
1.2 Tce 130 Dynamic S Nav	£20495	128	130	16
1.5 dCi 110 Dynamic S Nav	£22395	108	103	14
1.6 dCi 130 Dyn'que S Nav ZWD	£23595	128	117	18
1.6 dCi 130 Dyn'que S Nav 4WD	£25095	128	129	18
1.2 Tce 130 Signature Nav	£21695	128	130	16
1.5 dCi 110 Signature Nav	£23595	108	103	15
1.6 dCi 130 Signature Nav ZWD	£24795	128	117	18
1.6 dCi 130 Signature Nav 4WD	£26295	128	129	18
<b>ROLLS-ROYCE</b>				
<b>GHOST 4dr saloon</b> The best driver's car in the stable. Fabulously indulgent	★★★★★			
6.6 V12	£222888	563	327	-
6.6 V12 EWB	£253944	563	329	-
<b>PHANTOM 4dr saloon</b> Opulence befitting the price tag. Benchmark ride quality	★★★★★			
6.8 V12	£318120	453	347	-
6.8 V12 EWB	£373824	453	349	-
<b>PHANTOM COUPÉ 2dr coupé</b> Opulence befitting the price tag. Benchmark ride quality	★★★★★			
6.8 V12	£47256	453	347	-
<b>PHANTOM DROPTOP COUPÉ 2dr open</b> Roofless opulence befitting the price tag	★★★★★			
6.8 V12 Droptop	£367632	453	347	-
<b>WRAITH 2dr coupé</b>				
6.6 V12	£235416	624	327	50

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>MI 3dr hatch</b> Predictably not quite as good as the VW Up. Cheaper, though	★★★★★			
1.0 60 S	£8355	59	105	1
1.0 60 S A/C	£8865	59	105	1
1.0 60 SE	£9790	59	105	1
1.0 60 SE Ecotimote	£10145	59	95	2
1.0 60 i-Tech	£10155	59	105	3
1.0 75 Sport	£10540	74	106	2
1.0 75 Mi by Mango	£11155	74	106	4
<b>MI 5dr hatch</b> Predictably not quite as good as the VW Up. Cheaper, though	★★★★★			
1.0 60 S	£8705	59	105	1
1.0 60 S A/C	£9215	59	105	1
1.0 60 SE	£10140	59	105	1
1.0 60 SE Ecotimote	£10495	59	95	2
1.0 60 i-Tech	£10505	59	105	1
1.0 75 Sport	£10890	74	106	2
1.0 75 Mi by Mango	£11505	74	106	4
<b>IBIZA SC 3dr hatch</b> Sharp looks and handling. Cupra needs a manual	★★★★★			
1.0 75 E	£10000	74	118	8
1.0 75 S A/C	£11865	74	118	8
1.0 75 SE	£12575	74	118	8
1.0 EcoTSI 95 SE	£13525	94	124	12
1.2 TSI 90 Connect	£12995	74	118	8
1.2 TSI 110 FR	£14170	89	116	13
1.2 TSI 110 FR DSG	£14485	89	116	13
1.0 EcoTSI 150 FR	£15690	108	102	17
1.4 EcoTSI 150 FR	£16245	148	110	23
1.4 TSI 105 FR	£16885	103	95	18
1.2 TSI 110 FR Red Edition	£15285	108	119	17
<b>IBIZA 5dr hatch</b> Sharp looks and handling. Cupra needs a manual	★★★★★			
1.0 75 S A/C	£12315	74	118	8
1.4 TSI 75 S A/C	£14645	74	101	13
1.0 75 SE	£13025	74	118	8
1.0 EcoTSI 95 SE	£13975	94	124	12
1.4 TSI 75 SE Ecotimote	£15575	74	88	13
1.0 75 Vista	£13445	74	118	8
1.2 TSI 90 Connect	£14620	89	116	13
1.2 TSI 110 FR	£14935	89	116	13
1.0 TSI 110 FR DSG	£16140	108	102	17
1.4 EcoTSI 150 FR	£16695	148	110	23
1.4 TSI 105 FR	£17335	103	95	18
1.2 TSI 110 FR Red Edition	£15735	108	119	17
<b>IBIZA ST 5dr estate</b> Rivals are more practical but Ibiza is fun	★★★★★			
1.0 75 S A/C	£13015	74	120	8
1.4 TSI 75 SE Ecotimote	£13725	74	120	8
1.0 EcoTSI 95 SE	£14675	94	124	12
1.4 TSI 75 SE Ecotimote	£16275	74	90	12
1.2 TSI 90 Connect	£15320	89	116	13
1.2 TSI 110 FR	£15635	89	116	13
1.4 EcoTSI 150 FR	£17395	148	110	23
1.4 TSI 105 FR DSG	£18570	89	99	15
1.4 TSI 105 FR	£18035	103	97	18
<b>TOLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression	★★★★★			
1.4 TSI 90 SE DSG	£17215	89	99	14
1.6 TSI 115 SE	£17380	113	109	17
1.6 TSI 110 Style	£16945	108	110	16
1.6 TSI 115 Style	£18800	113	109	17
1.2 TSI 110 Style Advanced	£17735	108	110	16
1.6 TSI 115 Style Advanced	£19590	113	109	17
<b>LEON SC 3dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★			
1.2 TSI 110 SE	£17400	108	114	13
1.6 TSI 110 SE	£19100	108	99	15
1.4 EcoTSI 150 FR	£20225	148	110	20
1.8 TSI 180 FR	£21265	178	138	25
2.0 TDI 150 FR	£22055	148	108	20
2.0 TDI 184 FR	£23045	181	113	26
2.0 TSI 290 Cupra	£28375	286	156	-
<b>LEON 5dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★			
1.6 TSI 110 S	£18230	108	99	15
1.2 TSI 110 SE	£17700	108	114	13
1.4 TSI 125 SE	£18300	123	120	16
1.6 TSI 110 SE	£19400	108	99	15
1.6 TDI 110 SE Ecotimote	£20390	108	89	14
2.0 TDI 150 SE	£20750	148	106	19
1.4 EcoTSI 150 FR	£21565	148	110	20
1.8 TSI 180 FR	£22355	148	138	25
2.0 TDI 150 FR	£23345	181	113	26
2.0 TDI 184 FR	£28675	286	156	-
2.0 TSI 290 Cupra	£28675	286	156	-
<b>LEON ST 5dr estate</b> Sharp looks and handling. Back from the Golf's quality, but good value	★★★★★			
1.6 TDI 110 S	£19225	108	102	15
1.2 TSI 110 SE	£18695	108	114	13
1.4 TSI 125 SE	£19295	123	120	16
1.6 TSI 110 SE	£20395	108	105	15
1.6 TDI 110 SE Ecotimote	£21385	108	94	14
2.0 TDI 150 SE	£21745	148	106	19
1.4 EcoTSI 150 FR	£21520	148	110	20
1.8 TSI 180 FR	£22560	178	138	25
2.0 TDI 150 FR	£23350	148	108	20
2.0 TDI 184 FR	£24340	181	116	26
2.0 TSI 290 Cupra	£29670	286	158	-
2.0 TDI 150 SE X-Perience	£24920	148	125	19
2.0 TDI 150 SE Tech X-Perience	£26905	148	129	20
2.0 TDI 184 SE Tech X-Perience	£29880	181	129	23
<b>ALHAMBRA 5dr MPV</b> Practical, refined and good value. Not exciting	★★★★★			
1.4 TSI 150 SE	£24885	148	150	18
2.0 TDI 150 S Ecotimote	£26775	148	139	19
1.4 TSI 150 SE	£26785	148	151	19
2.0 TDI 150 SE Ecotimote	£28675	148	139	19
2.0 TDI 150 Connect	£29715	148	132	-
2.0 TDI 150 SE Lux Ecotimote	£32115	148	130	-
2.0 TDI 184 SE Lux	£33540	181	139	23
2.0 TDI 150 FR Line Ecotimote	£33045	148	132	-
2.0 TDI 184 FR Line	£34470	181	139	-

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.0 75 Greentech SE L	£10465	74	98	-
<b>CTIGO 5dr hatch</b> The VW Up in entry-level Skoda format	★★★★★			
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 Greentech SE	£9845	59	95	1
1.0 60 Greentech SE L	£10425	59	95	1
1.0 75 Greentech SE L	£10815	74	98	-
<b>FABIA 5dr hatch</b> Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★★			
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.2 TSI 110 S DSG	£13740	89	109	13
1.4 TDI 90 S	£14390	89	132	13
1.0 75 SE	£12820	74	108	3
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 110 SE	£14100	108	112	10
1.4 TDI 90 SE	£15450	89	132	13
1.0 75 SE L	£13610	74	108	3
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 SE L	£14890	108	112	10
1.4 TDI 90 SE L	£16240	89	132	11
1.4 TDI 105 SE L	£16840	104	95	12
1.0 75 Monte Carlo	£16445	74	108	3



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 EX	£14600	126	149	16
1.6D EX	£15850	113	113	17
1.6D EX 4x4 4WD	£17100	113	123	16
1.6 ELX	£16000	126	149	18
1.6D ELX	£17250	113	113	19
1.6D ELX 4x4 4WD	£18500	113	123	19
<b>REXTON W 5dr 4x4</b> Rugged seven-seater makes short work of mud. Tarmac more tricky. ★★★★★				
2.2D SE	£22995	208	196	31
2.2D EX	£25495	208	196	32
<b>TURISMO 5dr MPV</b> Incredibly ungainly but offers huge real estate for the money. ★★★★★				
2.2D SE	£15375	239	189	34
2.2D EX	£17042	239	189	34
2.2D ELX Auto	£20250	239	205	36
<b>SUBARU</b>				
<b>FORESTER 5dr 4x4</b> Solid, spacious and willfully unsexy. ★★★★★				
2.0i XE	£25495	148	160	23
2.0i XE Premium	£27495	148	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	145	148	24
2.0d XC	£26995	145	148	25
2.0d XC Premium	£29495	145	148	25
<b>XV 5dr 4x4</b> No nonsense crossover doesn't quite make enough sense. ★★★★★				
2.0i SE	£21995	148	160	21
2.0i SE Premium	£24995	148	160	22
2.0D SE	£23995	145	146	26
2.0D SE Premium	£25995	145	146	27
<b>OUTBACK ESTATE 5dr 4x4</b> Acceptable in isolation but no benchmark. ★★★★★				
2.5i SE Lineartronic	£28495	173	161	19
2.5i SE Premium Lineartronic	£31495	173	161	20
2.0D SE	£27995	145	146	22
2.0D SE Premium	£30995	148	145	23
<b>LEVORG 5dr Estate</b> Acceptable in isolation but no benchmark. ★★★★★				
1.6i GTi Auto AWD	£28495	168	164	24
<b>WRX STI 4dr saloon</b> Appealingly old fashioned and behind the times all at once. ★★★★★				
2.5 STI	£28995	296	242	40
<b>BRZ 2dr coupe</b> The GF-86's half brother looks just as good in Subaru blue. Cheaper, too. ★★★★★				
2.0i SE	£22495	197	181	30
2.0i SE Lux	£25495	197	181	31
<b>SUZUKI</b>				
<b>CELERIO 5dr hatch</b> Roomy, decent to drive and a bargain price. ★★★★★				
1.0 AGS S24	£9799	67	99	7
1.0 Dualjet S23	£8499	67	84	7
1.0 S22	£6999	67	99	7
1.0 S23	£7999	67	99	7
1.0 S24	£8999	67	99	7
<b>SWIFT 3dr hatch</b> Cute looks and rewarding handling. Sport is excellent fun. ★★★★★				
1.2 S22	£8999	93	116	11
1.2 S23	£10599	93	116	11
1.2 S24	£11699	93	116	11
1.6 Sport	£13999	134	147	19
<b>SWIFT 5dr hatch</b> Cute looks and rewarding handling. Sport is excellent fun. ★★★★★				
1.2 S23 4x4	£12099	93	126	11
1.2 Dualjet S24 4x4	£14199	93	111	11
1.2 S22	£9499	93	116	11
1.2 S23	£11099	93	116	11
1.2 S24	£12199	93	116	11
1.2 Dualjet S24	£12699	93	111	11
1.6 Sport	£14499	134	147	19
<b>SX4 S-CROSS 5dr hatch</b> Not class-leading, but a very worthy crossover also-ran. ★★★★★				
1.6 S23	£13999	118	127	13
1.6 S2-T	£18499	118	127	13
1.6 S2-T Allgrip	£20299	118	135	14
1.6 S25	£20499	118	127	14
1.6 DDIS S23	£15499	118	108	20
1.6 DDIS S2-T	£19999	118	108	20
1.6 DDIS S2-T Allgrip	£21799	118	113	18
1.6 DDIS S25	£21999	118	108	19
1.6 DDIS S25 Allgrip	£23799	118	113	19
1.6 DDIS S25 TCS Allgrip	£25149	118	119	19
<b>VITARA 5dr 4x4</b> Utterly worthy addition to the class. Drives better than most. ★★★★★				
1.6 S25 Allgrip	£20299	118	130	-
1.6 S24	£13999	118	123	-
1.6 S2-T	£15999	118	123	-
1.6 S25	£18499	118	123	-
1.6 DDIS S2-T	£17499	118	106	-
1.6 DDIS S25	£19999	118	106	-
1.6 DDIS S25 Allgrip	£21799	118	111	-
1.4 Boosterjet S Allgrip	£20899	138	127	-
<b>JIMNY 3dr 4x4</b> The smallest four-wheel drive Suzuki is looking dated. ★★★★★				
1.3 S23	£12499	84	162	14
1.3 S24	£13949	84	162	15
<b>TESLA</b>				
<b>MODEL S 5dr hatch</b> Brings luxury, range and, crucially, credibility to electric offerings. ★★★★★				
P85D Auto	£81900	457	0	-
85 RWD	£60300	377	0	-
85D Auto	£64600	368	0	-
70D RWD	£51900	311	0	-
70D Auto	£56200	324	0	-
<b>TOYOTA</b>				
<b>AYGO 3dr hatch</b> Probably the best of its ilk, but we'd still pay the premium for a VW Up. ★★★★★				
1.0 x-p	£8845	68	95	6
1.0 x-p	£10045	68	95	7
1.0 x-p-prestige	£11245	68	95	7
1.0 x-pure	£11445	68	95	7
1.0 x-cite	£11445	68	95	7
1.0 x-clusiv	£11545	68	95	7
<b>AYGO 5dr hatch</b> Probably the best of its ilk, but we'd still pay the premium for a VW Up. ★★★★★				
1.0 x-p	£9245	68	95	6
1.0 x-p	£10445	68	95	7
1.0 x-p-prestige	£11645	68	95	7
1.0 x-pure	£11845	68	95	7
1.0 x-cite	£11845	68	95	7
1.0 x-clusiv	£11945	68	95	7
<b>YARIS 3dr hatch</b> Good space and value, but not a class leader. ★★★★★				
1.0 VVT-i Active	£10995	68	99	4
1.0 VVT-i Icon	£12745	68	99	5
1.3 VVT-i Icon	£13495	98	114	5
<b>YARIS 5dr hatch</b> Good space and value, but not a class leader. ★★★★★				
1.0 VVT-i Active	£11595	68	99	-
1.5 VVT-i Active Hybrid	£15295	98	75	-
1.0 VVT-i Icon	£13345	68	99	-
1.3 VVT-i Icon	£14095	98	114	-
1.3 VVT-i Icon Hybrid	£16195	98	75	-
1.4 D4-D Icon	£15595	98	91	-
1.3 VVT-i Sport	£14995	98	119	-
1.5 VVT-i Sport Hybrid	£16695	98	82	-
1.3 VVT-i Excel	£15695	98	119	-
1.5 VVT-i Excel Hybrid	£17695	98	75	-
1.5 VVT-i Excel Hybrid	£17695	98	82	-
<b>AURIS 5dr hatch</b> Disappointingly average. There are many better rivals. ★★★★★				
1.3 VVT-i Active	£15645	98	128	-
1.5 VVT-i Active Auto	£20045	134	78	-
1.2 VVT-i Icon	£18695	114	112	-
1.8 VVT-i Icon Hybrid	£21095	134	82	-
1.8 VVT-i Icon	£19895	110	108	-
1.2 VVT-i Business Edition	£19495	114	112	-
1.8 VVT-i Business Edition Hybrid	£21895	134	82	-
1.4 D-4D Business Edition	£20295	89	92	-
1.6 D-4D Business Edition	£20695	110	108	-
1.2 VVT-i Design	£19495	114	125	-
1.8 VVT-i Design Hybrid	£21895	134	91	-
1.6 D-4D Design	£20695	110	110	-
1.2 VVT-i Excel	£19495	114	125	-
1.8 VVT-i Excel Hybrid	£24395	134	91	-
1.6 D-4D Excel	£23285	110	110	-
<b>AURIS TOURING SPORTS 5dr estate</b> Nothing wrong, but nothing exceptional. ★★★★★				
1.3 VVT-i Active	£16745	98	130	-
1.8 VVT-i Active Auto	£21145	134	81	-
1.2 VVT-i Icon	£19795	114	112	-
1.8 VVT-i Icon Hybrid	£22195	134	83	-
1.6 D-4D Icon	£20995	110	108	-
1.2 VVT-i Business Edition	£20595	114	112	-
1.8 VVT-i Bus Edition Hybrid	£22995	134	83	-
1.4 D-4D Business Edition	£21395	89	106	-
1.6 D-4D Business Edition	£21795	110	108	-
1.2 VVT-i Design	£20595	114	126	-
1.8 VVT-i Design Hybrid	£22995	134	92	-
1.6 D-4D Design	£21795	110	110	-
1.2 VVT-i Excel	£23185	114	126	-
1.8 VVT-i Excel Hybrid	£25495	134	92	-
1.6 D-4D Excel	£24385	110	110	-
<b>PRIUS 5dr hatch</b> Clever and appealing in its own right, not just as a hybrid. ★★★★★				
1.8 VVT-i T3	£21995	134	89	15
1.8 VVT-i T4	£23745	134	92	15
1.8 VVT-i T Spirit	£25295	134	92	15
1.8 VVT-i Plug-In	£33395	134	49	16
<b>PRIUS+ 5dr MPV</b> Expensive and ugly. Bigger though. ★★★★★				
1.8 VVT-i Icon	£26995	134	96	15
1.8 VVT-i Excel	£29245	134	101	15
<b>1.8 VVT-i Excel Plus</b>				
<b>RAVA 5dr 4x4</b> A solid option, but ultimately outgunned by Korean competition. ★★★★★				
2.0 D-4D Active 2WD	£22795	122	127	26
2.0 D-4D Business Edition 2WD	£24295	122	127	26
2.0 D-4D Icon 2WD	£25295	122	128	26
2.0 D-4D Icon 4WD	£26300	122	137	26
2.2 D-4D Icon 4WD	£27100	148	149	29
2.0 D-4D Invincible 2WD	£27245	122	128	27
2.0 D-4D Invincible 4WD	£28250	122	137	26
2.2 D-4D Invincible 4WD	£30160	148	149	29
<b>AVENSIS 4dr saloon</b> Nothing wrong, but nothing exceptional. Good spec. ★★★★★				
1.8 V-matic Active	£18085	145	139	17
1.8 V-matic Business Edition	£21315	145	140	18
1.8 V-matic Business Edition +	£21315	145	140	18
1.6 D-4D Active	£19010	110	108	22
1.6 D-4D Business Edition	£22155	110	109	22
1.6 D-4D Business Edition +	£23155	110	119	22
1.6 D-4D Business Edition +	£23955	110	109	22
1.6 D-4D Business Edition +	£24955	110	119	22
2.0 D-4D Excel	£26795	140	124	23
<b>AVENSIS TOURER 5dr estate</b> Nothing wrong, but nothing exceptional. Good spec. ★★★★★				
1.8 V-matic Active	£19265	145	140	17
1.8 V-matic Business Edition	£22495	145	143	18
1.8 V-matic Business Edition +	£24295	145	143	18
1.6 D-4D Active	£19010	110	108	22
1.6 D-4D Business Edition	£23335	110	112	22
1.6 D-4D Business Edition	£24335	140	120	22
1.6 D-4D Business Edition +	£25135	110	112	22
2.0 D-4D Excel	£26135	140	120	22
2.0 D-4D Excel	£28600	140	124	23
<b>VERSO 5dr MPV</b> Ride is firm and boot space limited, with all seats in use. ★★★★★				
1.6 V-matic Active 5st	£18120	130	154	13
1.6 V-matic Active 7st	£18650	130	154	13
1.6 V-matic Icon 7st	£20650	130	154	14
1.8 V-matic Trend 7st Auto	£23100	145	150	14
1.8 V-matic Trend Plus 7st Auto	£25500	145	150	14
1.6 V-matic Excel 7st Auto	£24000	145	150	14
1.6 D-4D Active 7st	£19990	109	119	13
1.6 D-4D Icon 7st	£21995	109	119	14
1.6 D-4D Trend 7st	£22995	109	119	14
1.6 D-4D Trend Plus 7st	£24845	109	119	14
1.6 D-4D Excel 7st	£24495	109	119	14
<b>LAND CRUISER 3dr 4x4</b> A real go-anywhere vehicle. ★★★★★				
Spongy on road	£35895	175	190	31
2.8 D-4D Active	£37695	175	194	31
<b>LAND CRUISER 5dr 4x4</b> A real go-anywhere vehicle. ★★★★★				
Spongy on road	£37695	175	194	31
2.8 D-4D Active manual	£39295	175	194	34
2.8 D-4D Active	£43895	175	194	38
2.8 D-4D Icon	£45495	175	194	38
2.8 D-4D Invincible	£54895	175	194	38
<b>GT86 2dr coupe</b> A tail-out tribute to all our favourite things. Splendid. Cheaper now, too. ★★★★★				
2.0 Primo	£22700	197	180	33
2.0 GT86	£25000	197	180	33
2.0 Aero	£27650	197	192	33
2.0 Blanco	£28650	197	192	34
<b>VAUXHALL</b>				
<b>VIVA 5dr hatch</b> Comfortable and spacious, although class leaders are sweeter to drive. ★★★★★				
1.0 75 SE	£8395	73	104	-
1.0 75 SE A/C	£8570	73	99	-
1.0 75 SL	£8890	73	104	-
1.0 75 SL	£9495	73	104	-



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.2 CDTi 163 SE Nav 4x4	£27160	161	177	25
2.2 CDTi 163 Diamond	£22700	161	167	25
<b>VXR8 4dr saloon</b> Still has old-school appeal. No longer cheap	★★★★★			
6.2 V8 GTs	£54509	577	363	50
<b>VOLKSWAGEN</b>				
<b>UP 3dr hatch</b> Hardly revolutionary, just quantifiably better	★★★★★			
1.0 75 Rock Up	£13580	74	106	4
1.0 75 Club Up	£12110	74	106	4
1.0 75 Street Up	£12110	74	106	4
1.0 60 Take Up	£8870	59	105	1
1.0 60 Move Up	£9925	59	105	1
1.0 60 BMT Move Up	£10285	59	95	1
1.0 75 High Up	£11500	74	108	2
1.0 75 BMT High Up	£11860	74	98	2
<b>UP 5dr hatch</b> Hardly revolutionary, just quantifiably better	★★★★★			
e-up 82 BEV	£24795	80	0	10
1.0 60 Take Up	£9245	59	105	1
1.0 60 Move Up	£10300	59	105	1
1.0 60 BMT Move Up	£10660	59	95	1
1.0 75 High Up	£11875	74	106	2
1.0 75 BMT High Up	£12235	74	98	2
1.0 75 Club Up	£12485	74	106	4
1.0 75 Street Up	£12485	74	106	4
<b>POLO 3dr hatch</b> A mini Golf. Sweet handling, solid interior and good value	★★★★★			
1.0 60 S	£11300	59	106	-
1.0 60 S A/C	£12020	59	106	-
1.0 60 Match	£12735	59	106	-
1.0 75 Match	£13260	74	108	-
1.2 TSI 90 Match	£13880	89	107	-
1.4 TDI 75 Match	£14945	74	93	-
1.0 TSI 110 SE L	£16310	108	99	-
1.4 TDI 90 SE L	£16820	99	93	-
1.0 TSI 110 R-Line	£16960	108	99	-
1.2 TSI 90 R-Line	£16230	89	107	-
1.4 TDI 90 R-Line	£17470	89	107	-
1.0 TSI 95 BlueMotion	£14780	94	94	-
1.0 TSI 150 ACT BlueGT	£17910	148	110	-
1.8 TSI GTI	£18900	189	139	-
<b>POLO 5dr hatch</b> A mini Golf. Sweet handling, solid interior and good value	★★★★★			
1.0 60 S	£11930	59	106	-
1.0 60 S A/C	£12650	59	106	-
1.0 60 Match	£13365	59	106	-
1.0 75 Match	£13890	74	108	-
1.2 TSI 90 Match	£14510	89	107	-
1.4 TDI 75 Match	£15575	74	93	-
1.0 TSI 110 SE L	£16940	108	99	-
1.4 TDI 90 SE L	£17450	89	93	-
1.0 TSI 110 R-Line	£17590	108	99	-
1.2 TSI 90 R-Line	£16860	89	107	-
1.4 TDI 90 R-Line	£18100	89	93	-
1.0 TSI 95 BlueMotion	£15410	94	94	-
1.0 TSI 150 ACT BlueGT	£18540	148	110	-
1.8 TSI GTI	£19530	189	139	-
<b>GOLF CABRIOLET 2dr open</b> Composed but uninspiring four-seat soft-top	★★★★★			
1.2 TSI 105 S	£22070	103	119	15
1.4 TSI 125 S	£22765	123	127	19
1.4 TSI 125 SE	£24670	123	127	19
2.0 TSI 150 GT	£27985	148	128	29
2.0 TSI 220 GTI	£30505	217	152	35
2.0 TSI 265 R	£33650	261	190	39
2.0 TDI 110 S	£24740	108	117	17
2.0 TDI 110 SE	£25675	108	117	17
2.0 TDI 150 SE	£27040	148	112	23
2.0 TDI 150 GT	£28490	148	112	23
<b>GOLF 3dr hatch</b> The complete package. Reassuringly expensive	★★★★★			
1.2 TSI 85 S	£17595	84	113	-
1.4 TSI 125 S	£19365	123	120	-
1.6 TDI 110 S	£20370	108	99	-
1.6 TDI 110 BlueMotion	£21435	108	89	-
1.4 TSI 125 Match	£20400	123	120	-
1.6 TDI 110 Match	£21405	108	99	-
2.0 TDI 150 Match	£22770	148	106	-
1.0 TSI 115 Match BlueMotion	£19840	113	99	-
1.4 TSI 150 GT	£23615	148	112	-
1.6 TDI 110 GT	£22755	108	101	-
2.0 TDI 150 GT	£24120	148	109	-
1.4 TSI ACT 150 R-Line	£24610	148	112	-
2.0 TDI 150 R-Line	£25115	148	109	-
2.0 TDI 184 GTD	£26935	181	109	-
2.0 TSI 220 GTI	£27135	217	139	-
2.0 TSI 300 R 4Motion	£30820	296	165	-
<b>GOLF 5dr hatch</b> The complete package. Reassuringly expensive	★★★★★			
1.2 TSI 85 S	£18250	84	113	-
1.4 TSI 125 S	£20020	123	120	-
1.6 TDI 110 S	£21025	108	99	-
1.6 TDI 110 BlueMotion	£22090	108	89	-
1.4 TSI 125 Match	£21055	123	120	-
1.6 TDI 110 Match	£22060	108	99	-
2.0 TDI 150 Match	£23425	148	106	-
1.0 TSI 115 Match BlueMotion	£20495	113	99	-
1.4 TSI 150 GT	£24270	148	115	-
1.6 TDI 110 GT	£23410	108	101	-
2.0 TDI 150 GT	£24775	148	109	-
1.4 TSI ACT 150 R-Line	£25265	148	115	-
2.0 TDI 150 R-Line	£25770	148	109	-
2.0 TDI 184 GTD	£27590	181	109	-
2.0 TSI 220 GTI	£28155	217	139	-
2.0 TSI 300 R 4Motion	£31475	296	165	-
1.4 TSI 204 GTE	£33755	201	39	-
1.4 TSI 204 GTE Nav	£35520	201	39	-
e-Golf	£31325	113	0	-
<b>GOLF ESTATE 5dr estate</b> The complete package. Reassuringly expensive	★★★★★			
1.2 TSI 85 S	£18945	83	115	-
1.4 TSI 125 S	£20715	123	120	-
1.6 TDI 90 S	£20765	89	102	-
1.6 TDI 110 S	£21720	108	102	-
1.6 TDI 110 BlueMotion	£22785	108	92	-
1.4 TSI 125 SE	£21650	123	123	-
1.6 TDI 110 SE	£22655	108	102	-
2.0 TDI 150 SE	£24020	148	108	-
1.0 TSI 115 SE BlueMotion	£20940	113	99	-
1.4 TSI 150 GT	£24965	148	123	-
2.0 TDI 150 GT	£25470	148	110	-
1.6 TDI 110 Alltrack 4Motion	£26790	108	122	-
2.0 TDI 150 Alltrack 4Motion	£28155	148	125	-
2.0 TDI 184 Alltrack 4Motion DSG	£30595	181	129	-
2.0 TDI 184 GTD	£28285	181	115	-
2.0 TSI 300 R 4Motion DSG	£33585	296	162	-
<b>GOLF SV 5dr MPV</b> MOB platform gives the Golf proper MPV proportions. Still no C-Max though	★★★★★			
1.2 TSI 115 SE BlueMotion	£21200	113	105	-
1.2 TSI 85 S	£19205	84	114	9
1.4 TSI 125 S	£20975	123	125	16
1.4 TSI 125 SE	£21910	123	125	14
1.4 TSI 150 GT	£25370	148	130	18
1.6 TDI 110 S	£21980	108	101	13
1.6 TDI 110 BlueMotion	£23285	108	98	13
1.6 TDI 110 SE	£22915	108	101	11
2.0 TDI 150 SE	£24280	148	112	17
2.0 TDI 150 GT	£25875	148	115	17
<b>JETTA 4dr saloon</b> Big boot, pleasant dynamics and good pricing. A bit dull	★★★★★			
1.4 TSI 125 S	£18895	123	125	18
1.4 TSI 125 SE	£20225	123	125	18
1.4 TSI 150 SE	£20930	148	123	21
1.4 TSI 150 GT	£21795	148	123	21
2.0 TDI 110 S	£20175	109	105	14
2.0 TDI 110 SE	£21505	109	105	15
2.0 TDI 110 GT	£22370	109	105	15
2.0 TDI 150 SE	£22505	148	109	22
2.0 TDI 150 GT	£23370	148	109	22
<b>BETTER 3dr hatch</b> Huge improvement, but the Golf underneath is superior	★★★★★			
1.2 TSI 105	£16275	104	128	13
1.2 TSI 105 Design	£18670	104	128	14
1.4 TSI 150 Design	£20705	148	134	20
1.4 TSI 150 Sport	£22525	148	134	20
2.0 TSI 220 Sport	£23755	217	150	27
2.0 TSI 220 Turbo Black	£24455	217	150	27
2.0 TSI 220 Turbo Silver	£24455	217	150	27
2.0 TDI 110	£18100	108	112	13
2.0 TDI 110 Design	£20475	108	112	13
2.0 TDI 150 Design	£21175	148	119	20
2.0 TDI 150 Sport	£22995	148	119	21
<b>BETTER CABRIOLET 2dr open</b> Huge improvement, but Golf underneath is superior	★★★★★			
1.2 TSI 105	£19230	104	129	15
1.2 TSI 105 Design	£21625	104	129	16
1.4 TSI 150 Design	£23515	148	138	22
1.4 TSI 150 Sport	£25115	148	138	22
2.0 TDI 110	£21040	108	115	15
2.0 TDI 110 Design	£23415	108	115	16
2.0 TDI 150 Design	£24245	148	120	23
2.0 TDI 150 Sport	£25845	148	120	23
2.0 TSI 220 Sport	£26345	217	154	29
<b>CC 4dr saloon</b> Loses a name and adds some flair, but never compels	★★★★★			
1.4 TSI 150	£25135	148	133	27
2.0 TDI 184 GT	£29820	181	127	27
2.0 TDI 184 GT Black Edition	£31175	181	127	27
2.0 TDI 150	£26995	148	118	23
2.0 TDI 150 GT	£28575	148	118	24
2.0 TDI 150 GT Black Edition	£29150	148	118	24
2.0 TDI 150 R-Line	£29225	148	118	24
2.0 TDI 184 R-Line	£31250	181	127	28
2.0 TDI 150 R-Line Black Edition	£29800	148	118	24
2.0 TDI 184 R-Line Black Edition	£31825	181	127	28
<b>SCIROCCO 3dr coupé</b> A complete coupé. Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£20735	123	125	22
1.4 TSI 125 GT	£22585	123	125	23
1.4 TSI 125 GT Black Edition	£23135	123	125	23
2.0 TSI 180 GT	£24640	178	142	31
2.0 TSI 180 GT Black Edition	£25190	178	142	31
2.0 TSI 180 R-Line	£26170	178	142	31
2.0 TSI 180 R-Line Black Edition	£27260	178	142	31
2.0 TSI 280 R	£32580	276	187	42
2.0 TSI 220 GTs	£28195	217	142	42
2.0 TDI 150	£23455	148	109	27
2.0 TDI 150 GT	£25305	148	109	28
2.0 TDI 150 GT Black Edition	£25855	148	109	28
2.0 TDI 150 R-Line	£27375	148	109	28
2.0 TDI 150 R-Line Black Edition	£27925	148	109	28
2.0 TDI 184 GT	£26305	181	115	31
2.0 TDI 184 GT Black Edition	£26855	181	115	31
2.0 TDI 184 R-Line	£28375	181	115	31
2.0 TDI 184 R-Line Black Edition	£28925	181	115	31
<b>PASSAT 4dr saloon</b> Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 S	£22320	118	105	15
1.6 TDI 120 BlueMotion	£23200	118	95	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£24115	118	105	12
1.6 TDI 120 GT	£25420	118	109	13
2.0 TDI 150 S	£23445	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25240	148	106	19
2.0 TDI 150 GT	£26545	148	109	19
2.0 TDI 150 R-Line	£27540	148	109	19
2.0 TDI SCR 190 GT	£27895	187	107	22
2.0 TDI SCR 190 R-Line	£28890	187	107	23
2.0 TDI 240 BITDI SCR R-Line	£34625	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35620	237	139	28
<b>PASSAT ESTATE 5dr estate</b> Supremely well-executed family-sized prospect	★★★★★			
1.6 TDI 120 GT	£26970	118	110	13
1.6 TDI 120 S	£23870	118	107	15
1.6 TDI 120 SE	£24750	118	95	15
1.6 TDI 120 SE	£25010	118	107	12
1.6 TDI 120 SE Business	£25665	118	107	12
2.0 TDI 150 GT	£28095	148	110	19
2.0 TDI 150 R-Line	£29090	148	110	19
2.0 TDI 150 S	£24995	148	107	21
2.0 TDI 150 SE	£26135	148	107	19
2.0 TDI 150 SE Business	£26790	148	107	19
2.0 TDI 190 SCR GT	£29445	187	110	22
2.0 TDI 190 SCR R-Line	£30440	187	110	23
2.0 TDI 240 BITDI SCR R-Line	£36175	237	140	28
2.0 TDI 240 BITDI SCR R-Line	£37170	237	140	28
2.0 TDI 150 SCR Alltrack	£30855	148	130	23
2.0 TDI 190 SCR Alltrack DSG	£33935	187	137	23
<b>TOURAN 5dr MPV</b> Good chassis but little inspiration. Bland appearance	★★★★★			
1.2 TSI 110 S	£22240	108	126	-
1.6 TDI SCR 110 S	£23840	108	116	-
1.2 TSI 110 SE	£23630	108	126	-



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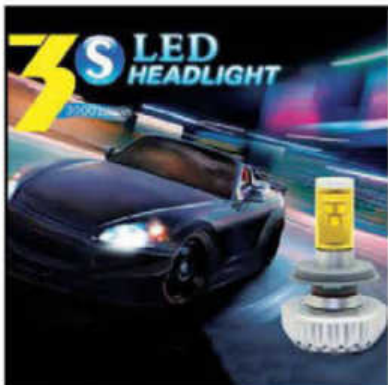
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<b>WET I</b>	480 UL	B13 ERE	C47 HAL	DAW IID	FRY 9R	H33 EAD	L421 SSA	M4W I3Y	NUA IIA	R41I ONA	HSII VER	TU12 TLE
<b>HEA 47H</b>	A824 HAM	BEG 6S	CAT 721N	88 DAY	GAG 3E	HEA 27S	L42 NER	MAY 7A	OBK 213N	RAM 503N	SKA 73S	TU51 CUN
<b>SAV 463E</b>	ABR 44M	B31I BOW	CEC 31A	DEA 4R	GAL I3Y	H34 TER	L4 TCH	MAY 7S	ODE IL	R41I GER	SKE 76H	T722 ELL
<b>CAM 83R</b>	ACT 700R	B31I DER	CEL I3E	DEE 313Y	GAIL LON	HED I3Y	L4I GHS	MCC I0Y	OKS 41A	R41I SOM	SLA 7E	USH 33R
<b>MOY I3IE</b>	ADE I3X	83 NN	CHA 2D	DEE 2Y	GAIL LOP	HEL 31E	LAW 4L	M662 ORY	OLD 207D	R41I DER	SOF 714D	UTT I3Y
<b>CUS 742D</b>	AGA 7E	3 ETS	CH2 2D	D12 DEW	G4 MES	HEI ERS	LAY 606K	MCE I20Y	OLL I3Y	R342 DON	SOI WAY	V41I NDA
<b>B215 TOL</b>	AIIE 6C	B11I NGO	CHII EER	D15 CDS	G4I DYZ	HEM 513Y	LA5I 2OE	M63 WEN	ORG I85	REA 450N	SOI YAS	V42 NEY
<b>CYR 21L</b>	AI3I EKA	B155 ONS	CHE I2Y	DOC IR	G428 ETT	HEN I6Y	LEA 4R	MC64 RRY	ORI2 ELL	OSC 64R	SIO UPS	VEG 5
<b>M42 THA</b>	ALT 74F	J8I YTH	CHE 3W	DOL I3Y	GAR 26IA	HER 832T	LEA 2Y	MC6 I3N	OSM I4N	REF 80	SOU 54A	VEII OUR
<b>60 RGE</b>	ALU I3N	BLY 710	CHO 99Y	DON 41D	G42I AND	H32 RON	LEA 5T	MCI VOR	D7 TER	R6 LAY	SOU 73R	VEN I6E
<b>GAM 813S</b>	ALV 35S	694 B0A	COA 55T	DOR 4A	G473 NBY	HEW 37D	LEN 44A	MCL 823N	P4 CEY	REL IF	SPE I2S	V33 RGE
<b>ROS 720N</b>	AMA 22R	B0G 42T	COA 7S	DOU 64N	G4I UGE	HII NDS	LEI SES	ME14 DOW	REN 70N	R3CUI	SPR 477T	VER 217Y
<b>DOT 7Y</b>	AMB 205E	BON 35B	COB 80ID	DOU IIG	GAY 9I	H17E HEN	LEI TON	MED 4L	REP I5E	REI DLE	S74I NER	VII0 LET
<b>PEN 417Y</b>	AME I2R	80 ON	RCO IE	DOW 31IL	G4 YES	HOA 2E	LEO IIA	MEL 70N	REP 70N	REP 70N	STA IE	VOII CEZ
<b>BE5I TVR</b>	ANN 6LL	B00 555H	COL I42D	D2I VER	GEA 4R	HOG 63T	LET I7IA	MEN 200M	REP 70N	REP 70N	S74 LEY	VOII LEY
<b>VAN IN</b>	ANN 37T	3 ORG	COL I5ON	DUA IE	G3 ARY	H0II TON	LET 773R	MEN 800M	REU 73R	REU 73R	S74 LEY	VUL 64N
<b>WHII NES</b>	AI5 LOW	BOX 77T	COM 8S	DII KES	G302 GES	HOS IIE	LEY 770N	MEN 800M	RHO IIOA	RHO IIOA	STA I2E	W4 CKO
<b>T4 UNT</b>	ARI7 71E	BR13 EZE	COO 94N	DII2 HAM	GHA 571Y	HOU 6H	LON 3R	MER 6IA	PAT 216E	PAT 216E	STE 3D	W444 FER
<b>W22I GHT</b>	A21I OLD	812 ENT	COP 3E	EAD 3E	GII BEY	HOU IIT	LOR 31A	MER IIE	PAT 216E	PAT 216E	S71 LES	W444 GER
<b>SCU 7T</b>	42 UNA	B210 GER	COP I3Y	EAG 613S	G13 SON	HOW I77T	LOR 31A	MOC 6B	PAT 216E	PAT 216E	S777 ORY	W8 GNR
<b>LII4 NNE</b>	45A NTE	B2I ERS	COI2 ALS	EAM 3S	G13 NDA	HOW I37T	LOV 3IL	MOC 6B	PAT 216E	PAT 216E	S777 ORY	W8 GNR
<b>COT 73R</b>	ASC 607T	B200 KER	COI2 NER	ELC 606K	GLO I2Y	HOW 24T	LOR 31A	MOC 6B	PAT 216E	PAT 216E	S777 ORY	W8 GNR
<b>FRA 23R</b>	ASH I10K	B200 KER	COI2 NER	ELC 606K	GLO I2Y	HOW 24T	LOR 31A	MOC 6B	PAT 216E	PAT 216E	S777 ORY	W8 GNR
	AUS 773N	B200 KER	COI2 NER	ELC 606K	GLO I2Y	HOW 24T	LOR 31A	MOC 6B	PAT 216E	PAT 216E	S777 ORY	W8 GNR
	AVE 2Y	82 USH	COS 57A	ELI ZAS	GOR IIG	HUR I3Y	LYN 4S	MOR I2E	PEN I5	PEN I5	SUT 3R	W33 MAD
	AY13 SHA	82 YCE	COS 57A	ELI ZAS	GOR IIG	HUR I3Y	LYN 4S	MOR I2E	PEN I5	PEN I5	SUT 3R	W33 MAD
	BAC 6K	BUD 613S	COU I7ON	ELS IE	GOW 3R	HYW 33L	LYN 37E	MYE I2S	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B14 KER	BUN I30Y	COU I7ON	ELS IE	GOW 3R	HYW 33L	LYN 37E	MYE I2S	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAK 333S	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAM I2	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAM 83R	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAM 70N	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAP 715E	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B412 BER	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAR I3IE	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B428 OUR	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
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	B412 KER	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B42 NES	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAR 245S	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B412 TLE	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B42 TON	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BA5I AFC	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAS 6	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAT I3Y	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BAY I3S	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BEA 6H	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B38 MER	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	B387 LES	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH
	BE14 TON	BUR 2R	COI1 PON	ERN 35T	G234 VES	JAI USZ	MAC I3J	MUII VY	PET 72IE	PET 72IE	TAB I8	W33 LTH



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8 ACN	1 BKL	DFF 6	1 EHH	1 EHU	1 FCB	9 GBS	1 HCF	1 JDT	1 KFO	1 LEP	1 LTP	1 NFH	1 PDA	1 PVR	1 RVA	1 TFF	1 VFC	1 WHF
I NLK	1 AEF	1 BLF	1 DFF	1 EHU	1 FCF	8 GBW	1 HCK	1 JDV	1 KFR	1 LFE	1 LTP	1 NFN	1 PDN	1 PWD	1 RVD	1 TFF	1 VFN	1 WHM
5 AEG	BLS 7	1 DFT	45 EJ	1 FCH	4 GCC	7 HCS	9 JEG	89 KG	1 LFG	1 LUT	1 NGF	4 PEJ	1 PWS	1 RVG	1 TFF	1 VGR	1 WJB	1 WJE
I AVD	5 AEK	BME 6	DGF 1	3 EJJ	1 FCJ	1 GCD	1 HCT	1 JEU	1 KGA	1 LFN	1 LVB	1 NGN	3 PEK	1 PWP	1 RVH	1 TGD	1 VGS	1 WJB
9 AEM	1 BNE	6 DGR	8 EJM	1 FCO	6 GCP	1 HDP	1 JEX	1 KGG	1 LFR	1 LWD	1 NHD	1 PEM	1 PWP	1 RVH	1 TGD	1 VGS	1 WJB	1 WJE
3 AEN	6 BPR	6 DGR	8 EJM	1 FCO	6 GCP	1 HDP	1 JEX	1 KGG	1 LFR	1 LWD	1 NHD	1 PEM	1 PWP	1 RVH	1 TGD	1 VGS	1 WJB	1 WJE
6 AEP	6 BRJ	3 DHD	8 EJR	1 FCP	9 GCS	1 HDR	1 JGL	1 KGO	1 LFS	2 LWH	1 NHD	1 PFJ	1 PYD	1 SAW	1 TGT	1 VJB	3 WJT	1 WJE
I AER	1 BTC	7 DHJ	8 EJR	1 FCP	2 GDF	1 HDS	1 JHG	1 KGS	1 LGG	1 LWP	1 NJD	1 PFN	1 PRC	4 RBC	5 SBA	1 THF	1 VJC	1 WKE
AFA 9	BTP 1	1 DHN	1 EJR	1 FCP	2 GDF	1 HDS	1 JHG	1 KGS	1 LGG	1 LWP	1 NJD	1 PFN	1 PRC	4 RBC	5 SBA	1 THF	1 VJC	1 WKE
1 AFL	1 BTR	1 DKV	1 EYJ	1 FDR	6 GDR	1 HET	1 JJA	1 KJG	1 LGR	1 LYL	1 NKZ	1 PFV	1 PWR	1 RBC	5 SBA	1 THF	1 VJC	1 WKE
4 AFP	1 BVH	1 DMV	7 EKS	1 FDT	6 GDR	1 HET	1 JJA	1 KJG	1 LGR	1 LYL	1 NKZ	1 PFV	1 PWR	1 RBC	5 SBA	1 THF	1 VJC	1 WKE
AGM 1	1 BVM	6 DSE	1 ELK	1 FEJ	1 GEC	1 HEX	8 JJJ	1 KJG	1 LGR	1 LYL	1 NKZ	1 PFV	1 PWR	1 RBC	5 SBA	1 THF	1 VJC	1 WKE
9 AHH	1 BWG	1 DSD	1 ELW	1 FEJ	1 GEC	1 HEX	8 JJJ	1 KJG	1 LGR	1 LYL	1 NKZ	1 PFV	1 PWR	1 RBC	5 SBA	1 THF	1 VJC	1 WKE
I AHV	1 CAY	5 DSF	1 EMC	1 FEJ	1 GEC	1 HEX	8 JJJ	1 KJG	1 LGR	1 LYL	1 NKZ	1 PFV	1 PWR	1 RBC	5 SBA	1 THF	1 VJC	1 WKE
ALK 1	7 CBG	1 DTA	1 ENC	1 FEM	1 GEX	1 HFP	1 JLE	1 KJY	1 LJP	1 LME	1 NMG	1 PHB	1 PHE	1 RDK	1 SDP	1 TKH	1 VJW	1 WJB
I AMF	1 CBS	7 DTL	1 ENE	1 FET	1 GEY	1 HFT	7 JJJ	1 KKE	1 LJJ	1 LMF	1 NMG	1 PHB	1 PHE	1 RDK	1 SDP	1 TKH	1 VJW	1 WJB
AOC 6	CCA	1 DUM	1 ENF	1 FEX	1 GEZ	1 HHC	6 JLN	5 KKK	3 LKG	1 MFF	1 NMG	1 PHB	1 PHE	1 RDK	1 SDP	1 TKH	1 VJW	1 WJB
AOO 1	CCJ 2	1 DVS	7 ENL	1 FFB	1 GFC	1 HHC	6 JLN	5 KKK	3 LKG	1 MFF	1 NMG	1 PHB	1 PHE	1 RDK	1 SDP	1 TKH	1 VJW	1 WJB
API 1	1 CCK	9 DWG	1 EPA	1 FFL	1 GFE	1 HHD	5 JMO	1 KKL	7 LPK	1 MFK	4 NMR	6 PHS	1 REX	8 SJJ	1 TFW	99 VM	1 WRH	1 WJB
8 APN	1 CCO	1 EAA	1 EPD	1 FHS	1 GFF	1 HHH	5 JNC	1 KKL	2 LKS	1 MFO	1 NMG	1 PHB	1 PHE	1 RDK	1 SDP	1 TKH	1 VJW	1 WJB
I ATT	5 CDD	1 EAD	6 EPM	1 FJD	1 GFF	1 HHH	1 JNH	1 KKL	2 LKS	1 MFO	1 NMG	1 PHB	1 PHE	1 RDK	1 SDP	1 TKH	1 VJW	1 WJB
1 ATW	7 CGL	2 EAJ	1 EPN	1 FJP	3 GFF	1 HHS	8 JJJ	48 KM	1 LKV	1 MGG	9 NPR	1 PLA	1 RFF	1 SGG	1 TNC	1 VMM	1 WSE	1 WSE
5 JCT	1 AVD	6 CHD	4 EAL	1 EPP	1 FJT	1 GFT	1 HHT	1 JJK	1 KKL	1 LLD	1 MHC	1 NRJ	2 PLD	3 RFP	1 SGR	1 TNL	1 VMY	1 WSK
4 AVP	1 CHG	1 EAP	6 ERJ	4 FKC	1 GHC	1 HJA	3 JSE	47 KN	1 LLD	1 MHC	1 NRJ	2 PLD	3 RFP	1 SGR	1 TNL	1 VMY	1 WSK	1 WSK
6 AVR	1 CIG	1 EAS	1 ERK	1 FKK	1 GHF	1 HJK	1 JJS	1 KKL	1 LLD	1 MHC	1 NRJ	2 PLD	3 RFP	1 SGR	1 TNL	1 VMY	1 WSK	1 WSK
6 AWG	1 CJV	1 EBI	1 ERU	1 FKL	1 GHG	6 HJL	1 JTT	1 KKS	1 LKL	1 LLD	1 MHC	1 NRJ	2 PLD	3 RFP	1 SGR	1 TNL	1 VMY	1 WSK
AYC 1	1 CKK	1 EBR	2 ESB	1 FKW	1 GHT	3 HJN	1 JTH	1 KKE	2 LMO	1 MFL	1 NSF	5 PMS	1 RGD	1 IJJ	1 TPN	1 VRG	1 WUG	1 WUG
I BAC	1 CKL	1 EBU	3 ESD	5 FLS	5 GJD	1 HJP	1 JTK	8 KPM	1 LMR	1 MFL	1 NSF	5 PMS	1 RGD	1 IJJ	1 TPN	1 VRG	1 WUG	1 WUG
BBA 1	1 CKM	1 EBU	5 ESG	9 FLW	1 GKS	1 HJW	1 JTT	1 KKP	34 LN	1 MNF	1 NSJ	1 PNB	1 RGO	1 SKT	1 TRD	4 VSG	1 VSG	1 VSG
1 BBW	7 CKS	1 EBY	6 ESH	4 FMR	6 GLJ	1 HKA	1 JUV	9 KRL	1 LNA	1 MNG	1 NSJ	1 PNF	1 RGT	1 SKT	1 TRN	1 VSN	1 VSN	1 VSN
9 BCB	3 CLD	1 ECL	2 ESW	1 FMY	1 GME	1 HLB	1 JVE	1 KSE	1 LNP	1 MNT	90 NT	1 PNB	1 RGO	1 SKT	1 TRN	1 VSN	1 VSN	1 VSN
1 BCC	7 CLE	1 EDC	2 ESW	1 FMY	1 GME	1 HLB	1 JVE	1 KSE	1 LNP	1 MNT	90 NT	1 PNB	1 RGO	1 SKT	1 TRN	1 VSN	1 VSN	1 VSN
3 BCT	1 CNA	1 EDP	1 ETS	1 FNB	1 GMM	1 HLC	1 JVG	1 KSI	1 LOD	1 MPC	1 NTB	1 PNB	1 RGO	1 SKT	1 TRN	1 VSN	1 VSN	1 VSN
4 BDF	1 CNE	1 EDR	1 ETV	1 FNB	1 GMM	1 HLC	1 JVG	1 KSI	1 LOD	1 MPC	1 NTB	1 PNB	1 RGO	1 SKT	1 TRN	1 VSN	1 VSN	1 VSN
4 BDG	1 CNE	1 EDR	1 ETV	1 FNB	1 GMM	1 HLC	1 JVG	1 KSI	1 LOD	1 MPC	1 NTB	1 PNB	1 RGO	1 SKT	1 TRN	1 VSN	1 VSN	1 VSN
1 BDO	1 CNK	1 EEB	1 EVH	1 FNJ	38 GN	1 HMT	1 JYC	1 KWI	1 LPE	1 MTJ	1 NUS	1 PPC	1 RJJ	1 SOJ	1 TAD	1 VAD	8 WAG	1 YBG
9 BDR	1 CNL	1 EEC	1 EVH	1 FNJ	38 GN	1 HMT	1 JYC	1 KWI	1 LPE	1 MTJ	1 NUS	1 PPC	1 RJJ	1 SOJ	1 TAD	1 VAD	8 WAG	1 YBG
80 BE	8 CPR	1 EEF	1 EWF	1 FOR	1 GNC	1 HNZ	1 KBB	1 LAR	1 LPP	1 MVT	1 NWA	1 PPM	1 RKR	1 SRR	1 VAP	1 WCE	1 YCB	1 YCB
I BEF	1 CPV	1 EEF	1 EWF	1 FOR	1 GNC	1 HNZ	1 KBB	1 LAR	1 LPP	1 MVT	1 NWA	1 PPM	1 RKR	1 SRR	1 VAP	1 WCE	1 YCB	1 YCB
2 BEJ	2 CPW	1 EEM	1 EWH	1 FPR	9 GRG	4 HRG	1 KBE	1 LAT	2 LRD	1 MVS	1 NXX	1 PPT	1 RKL	1 STK	5 VAW	1 WCV	1 YCB	1 YCB
BEK 1	1 CRV	1 EEM	1 EWH	1 FPR	9 GRG	4 HRG	1 KBE	1 LAT	2 LRD	1 MVS	1 NXX	1 PPT	1 RKL	1 STK	5 VAW	1 WCV	1 YCB	1 YCB
BEZ 1	1 CSE	1 EEO	1 EWR	1 FTO	1 GRU	1 HRW	1 KCK	1 LBK	3 LRJ	1 MYP	1 OAB	9 PRT	1 RMY	1 SWJ	1 VBG	1 WDF	1 YEF	1 YEF
I BFF	1 CTE	1 EER	1 EYC	1 FVJ	1 GRV	1 HSO	3 KCL	1 LBR	1 LRN	1 NBA	1 OAB	1 PRU	1 RNC	1 SYY	1 VBS	1 WDF	1 YEF	1 YEF
1 BFH	1 CTS	1 EFA	3 FAA	1 FVG	6 GSJ	1 HSW	5 KCO	6 LBS	3 LRP	1 NBN	1 ODY	6 PSA	1 RNF	1 TAB	1 VCH	3 WDS	1 YEH	1 YEH
1 BFO	1 CUE	2 EFB	1 FAG	1 FVR	8 GSK	1 HTA	5 KCP	1 LBT	1 LRT	1 NBY	1 ODK	1 PSD	1 RNS	1 TAD	1 VCH	3 WDS	1 YEH	1 YEH
I BFY	1 CVD	1 EFB	1 FAG	1 FVR	8 GSK	1 HTA	5 KCP	1 LBT	1 LRT	1 NBY	1 ODK	1 PSD	1 RNS	1 TAD	1 VCH	3 WDS	1 YEH	1 YEH
6 BHM	1 DAO	1 EFL	1 FAN	1 FWB	1 GWF	1 HWF	4 KDA	8 LCL	3 LSL	1 NDT	1 OGD	1 PSK	1 RPO	5 TCG	1 VDA	1 WEP	1 YEP	1 YEP
5 BJA	8 DCN	1 EFL	1 FAW	1 GAA	3 GWN	1 IIG	1 KDC	5 LCR	1 LSF	1 NDT	1 OGD	1 PSK	1 RPO	5 TCG	1 VDA	1 WEP	1 YEP	1 YEP
9 BJE	1 DCR	1 EFR	1 FBG	8 GAD	3 HAP	4 JBE	1 KDJ	1 LDA	1 LSN	1 NDT	1 OGD	1 PSK	1 RPO	5 TCG	1 VDA	1 WEP	1 YEP	1 YEP
BKJ 1	5 DDH	3 EFS	1 FBH	1 GAJ	1 HAS	1 JCE	1 KDD	1 LDD	1 LSN	1 NDT	1 OGD	1 PSK	1 RPO	5 TCG	1 VDA	1 WEP	1 YEP	1 YEP
9 BJL	4 DDL	9 EFW	1 FBK	5 GAK	1 HBC	1 JCF	1 KEE	3 LDO	1 LSO	1 NEF	1 OGT	1 PTH	3 RWR	3 TDW	1 VEB	1 WFG	1 YLL	1 YLL
8 BJN	1 DDW	1 EGV	1 FBL	1 GAO	1 HBP	9 JCC	1 KET	1 LDO	1 LSP	2 NEG	5 PAK	1 PTK	1 RSX	1 TAD	1 VEB	1 WFG	1 YLL	1 YLL
BJT 1	8 DEJ	1 EHA	1 FBO	1 GAP	1 HCA	1 JCN	1 KFA	1 LDS	9 LSR	1 NEZ	1 PBN	1 PUA	1 RTA	1 TAD	1 VEB	1 WFG	1 YLL	1 YLL
1 BLV	1 DEZ	1 EHD	1 FBT	1 GBA	1 HCR	5 JCT	1 KFG	1 QDW	1 SSR	1 NER	1 PBN	1 PUA	1 RTA	1 TAD	1 VEB	1 WFG	1 YLL	1 YLL



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F11 ADP	£595	M88 EBS	£695	M155 KRJ	£450	H4 PLP	£495
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N90 AKR	£495	T2 ECK	£895	T18 KWM	£595	N16 RAS	£595
A90 ALD	£595	R7 EDR	£595	C2 LBL	£595	B3 RCC	£595
T3 AUL	£895	K55 EJM	£595	T7 LNJ	£495	RGC 943	£1250
B3 AWC	£495	S18 EJP	£895	L8 LGW	£745	S3 RKC	£445
E5 BEA	£895	F3 FJP	£595	L2 LOE	£595	A7 RRB	£595
L77 BMA	£845	203 FPH	£1060	G8 LPP	£645	C18 RRC	£495
G8 BMV	£495	M4 GAU	£845	L44 LTW	£895	H7 RRF	£645
T14 BSS	£595	GIL 3664	£850	B9 MML	£695	N7 STP	£795
B14 CAG	£845	S16 GRG	£545	C2 MPM	£595	V16 SUN	£595
B8 CDO	£545	D6 GTD	£845	C10 NCL	£545	L80 TAY	£595
J22 CEH	£495	M5 GVS	£849	G2 NJC	£695	P60 TEA	£595
N5 CFA	£595	T1 HNS	£895	S9 NKE	£595	S5 THR	£895
L8 COE	£845	M17 HLO	£395	B5 NLT	£495	T11 TKO	£495
L8 CWM	£595	K9 HSK	£750	P7 OAG	£495	K8 TLO	£595
Q818 DAN	£395	X18 JPC	£675	B7 OAG	£595	C8 TRC	£495
M5 DCE	£845	J9 KGA	£675	J3 OLL	£325	K15 TVN	£545
B8 DCO	£545	L19 KLB	£450	P12 ONE	£545	A7 VCP	£525
DFM 12S	£545	B4 KLF	£795	M50 PAB	£595	V70 YXR	£495
R88 DCM	£395	KND 52N	£395	J22 PAG	£450	N4 WAP	£895

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A7 AAP	£575	BBE 322	£950	A22 CHA	£775	R18 DJB	£950
W6 AAR	£575	B82 55	£650	R24 CHA	£575	V40 DJC	£575
W6 ABC	£575	150 BD	£3900	CHE 8M	£2500	R26 DJM	£675
646 ABL	£1600	86 BE	£4600	CL 940	£675	P700 DJM	£575
581 ABM	£1600	587 BEA	£900	P400 CJB	£575	DJZ 666	£700
J888 ABS	£700	C7 BEK	£1300	AT CJD	£850	728 DKG	£1200
7887 AD	£2200	F10 BEK	£750	R26 CJH	£625	192 DKH	£1400
R21 ADD	£575	H9 BEN	£1900	Y11 CJR	£575	N4 DLC	£600
ADE 3Y	£4900	W0 BEN	£1500	X2 CLK	£1400	Y9 DLP	£625
R25 ADE	£750	R31 BEN	£1300	M33 CLK	£850	DM 124	£7900
0055 ADM	£750	CI1 BET	£675	683 CLN	£1400	D3 DMA	£875
R23 ADS	£600	G19 BET	£575	1995 CM	£3300	834 DMJ	£1400
R25 ADY	£575	57 BET	£3200	46 CO	£4700	R29 DMS	£575
R21 ADY	£575	D13 BEV	£1100	R27 COB	£600	88 DMW	£825
555 AE	£4400	R28 BEV	£1100	COL IIX	£2300	DOC IIV	£800
345 AER	£1400	BEV 555	£1800	Y24 CON	£575	17 ESS	£2900
AHB 905	£1400	B878 BEV	£575	AC05 COX	£750	ESU 252	£700
LI AHN	£900	37 BF	£1400	X9 COX	£1300	GE0 208	£1200
M6 AJA	£675	943 BGT	£1400	Y444 COX	£650	52 HL	£4300
90 AJB	£5800	811 BHR	£1200	F4 CRW	£775	R28 GEO	£675
B10 AJD	£625	BL1 B96	£950	9999 CS	£4300	2094 HL	£2200
R29 AJG	£625	B6 BJH	£625	CSB 889	£1800	J11 JIA	£575
H11 AJH	£1300	B10 B96	£950	BL CSD	£900	969 JKA	£750
R121 AJH	£750	BL 632	£3500	CSK 195	£950	749 LE	£750
R200 AJM	£775	W6 BMH	£575	CSV 668	£900	R21 LEE	£1200
K50 AJR	£975	63 BN	£4700	212 DA	£3700	MDP 127	£1800
Y28 AJT	£725	K444 BOB	£1400	9718 DA	£1700	SHOZ LEE	£750
V5 ALF	£1300	T88 BOT	£900	LI DAB	£650	R23 LEE	£1700
Y800 ALN	£575	255 BP	£3600	DA10 DAD	£3400	CI ME3	£975
AL1 45T	£900	BP 5278	£2200	S4 DAD	£1400	Y1 ME5	£1700
R23 ALX	£775	BR1 87	£1400	R24 DAD	£675	737 MFK	£1250
ALZ 43	£1700	1975 BS	£2600	DAM DI	£3100	300 MFG	£5900
R29 AMC	£725	T1 BSC	£625	ME06 DAN	£575	9521 MGI	£1900
R121 AMI	£575	BSK 646	£775	E328 DAN	£675	HA MHD	£650
W31 AMM	£650	A3 BSM	£675	D89 DAV	£1500	MIL 219	£550
W8 AMS	£1600	4486 BT	£1500	M162 DAV	£575	MW 373	£550
Y35 AMS	£1200	999 BUD	£2800	D44 DAV	£1100	P39 MJH	£750
V400 AMS	£625	K900 BUG	£575	R21 DAV	£575	V10 MJH	£750
L2 AMT	£675	NI BUK	£875	D12 DAW	£575	S333 MJW	£650
AN 7539	£2900	R21 BUL	£575	DAZ 2680	£675	3000 PA	£3800
F7 ANA	£1600	853 BUR	£1800	808 BYD	£950	R4 PAC	£725
V20 ANA	£575	R31 BUS	£575	KS DCW	£625	REF 623	£950
R23 AND	£825	AI BVR	£800	T71 DDY	£1200	REG 748	£1500
X888 AND	£725	666 BV	£5400	R24 DEB	£1800	RI RBJ	£675
G16 ANE	£1200	298 BYB	£550	MY54 DEB	£675	RI RDJ	£675
AJ55 ANG	£675	747 BYD	£1400	Y9 DEC	£775	G1 RDM	£775
ANN IAH	£2400	666 CA	£3700	R24 DEC	£575	P610 STU	£675
R29 ANN	£1400	50 CAD	£3400	K3 DEE	£1500	DR04 SUE	£675
B777 ANN	£1500	E4 CAF	£575	X004 DEE	£575	SV 9459	£1100
E506 ANN	£750	D11 CAF	£675	X80 DEE	£1100	500 TAT	£3700
ANT IIV	£2900	TI CAG	£875	4985 DG	£1200	500 TAT	£3700
ARF IIV	£975	84 CAJ	£1700	X009 DEN	£575	500 TAT	£3700
M3 ARJ	£1200	CAR 65	£2200	X005 DEN	£575	500 TAT	£3700
D4 ARW	£750	G97 CAR	£675	DEN 6W	£2100	500 TAT	£3700
ASM IIE	£875	822 CAR	£2700	S222 DEN	£875	500 TAT	£3700
ASR 44M	£1300	CSA 44R	£1400	548 DER	£1500	500 TAT	£3700
F7 ASW	£675	X12 CAT	£1400	L66 DES	£775	500 TAT	£3700
K5 ATE	£675	D1 CAW	£1500	516 DES	£2500	500 TAT	£3700
M6 ATE	£675	BC CCC	£775	5617 DF	£1300	500 TAT	£3700
V8 ATS	£750	TI CDP	£975	223 DFK	£550	500 TAT	£3700
R26 AUD	£750	CEC 842	£1500	DFO 938	£1800	500 TAT	£3700
9301 AUN	£2300	W8 CEF	£575	333 DFW	£1100	500 TAT	£3700
R29 BAD	£575	CEZ 900	£575	4985 DG	£1200	500 TAT	£3700
M3 BAD	£575	R20 CFC	£675	R30 DGR	£850	500 TAT	£3700
BAR 97X	£725	N333 CFI	£575	4868 DH	£2300	500 TAT	£3700
IG4 BAO	£750	824 CFJ	£1200	767 DHA	£900	500 TAT	£3700
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17 ITO	£575	GE0 208	£1200	6251 HK	£1300	JI 3046	£550	N9 LAR	£775	S33 MAY	£825
1000 EVE	£950	GE0 34	£2500	52 HL	£4300	JIW 508	£775	YI LAR	£625	V50 MAY	£725
S888 EVE	£850	R28 GEO	£675	2094 HL	£2200	JI 314	£575	G62 LAW	£775	1964 MB	£6500
73 EW	£4900	R24 GER	£575	30 HMU	£800	969 JKA	£700	849 LDE	£1250	X17 MCK	£600
490 ELEW	£1900	W60 GER	£575	35 HN	£4300	S9 JKM	£750	79 LE	£4700	MCK 18W	£1300
PA 6644	£950	900 GER	£4250	Y99 HOG	£725	N9 JLE	£675	R21 LEE	£1200	CI MDA	£700
AA FAD	£750	779 GFR	£1300	W5 HOL	£2975	JIH 62	£2800	R3 LEE	£725	MDP 127	£1800
Y4 YAF	£675	59 GH	£6500	F6 HOT	£1100	JLN 471	£675	SHO2 LEE	£750	MDZ 970	£675
F20 FAY	£775	GIL 1253	£575	YI HUG	£1800	JM 1444	£1400	R23 LEE	£1700	YI ME3	£975
21 FBB	£1400	VA GJB	£675	D10 HUG	£700	G36 JMS	£875	B20 LEN	£1100	YI ME5	£1700
FC 681	£1200	VA GJP	£675	30 HV	£4400	R21 JMS	£675	AL55 LEN	£875	737 MFK	£1250
41 FCH	£1200	333 GK	£4400	I21 HW	£4300	V22 JOE	£1600	I3 LEN	£2900	300 MFG	£5900
FD 383	£1300	GKZ 19	£775	IU 924	£550	C60 JOE	£1400	V200 LEN	£675	9521 MGI	£1900
FE EIS	£1900	S3 GN	£4900	I622 IL	£1200	LEN 408	£1900	LEN 408	£1900	HA MHD	£650
FE2 FEE	£575	GN 4861	£2900	ILZ 24	£590	R24 JON	£1600	LEN 717	£2300	MIL 219	£550
FE2 FEE	£575	GN0 177	£900	INZ 16	£1300	C980 JON	£775	Y800 LEN	£775	MW 373	£550
950 FEH	£3800	GNH 904	£1300	INZ 770	£675	243 JOY	£2700	R27 LEO	£650	P39 MJH	£750
39 FH	£4900	I79 GNM	£1300	750 JA	£4700	Y4 JPE	£750	AIG LES	£1600	V10 MJH	£750
FL 896	£975	739 G08	£550	R23 JAB	£750	W9 JPH	£850	R21 LES	£675	R26 MJP	£650
80 FJ	£4700	KS G05	£575	JAB 222A	£850	RI 9597	£4100	P90 LES	£875	V33 MJU	£1100
FJ 6169	£1800	GP 112	£6500	Y444 JAB	£650	JSB 253	£2100	F12 LES	£675	S333 MJW	£650
607 FKN	£1700	Y9 GPD	£675	N66 JAG	£925	IT7 483	£1400	L39 LEW	£675	308 MMR	£600
41 FL	£4300	B1 GPD	£800	JAG 141Y	£725	R26 JUL	£700	LFK 437	£550	921 MO	£3600
28 FLY	£600	R23 GRA	£625	N444 JAG	£825	Y5 S17	£1300	LHD 27	£1400	R23 MCG	£675
24 FN	£4700	T33 GRA	£725	R66 JAK	£875	42 JY	£4300	2719 LJ	£2500	B151 MOR	£1600
594 FOH	£975	78 GRE	£675	T666 JAK	£775	N1 KAB	£1400	4491 LJ	£1500	Y3 MOR	£875
W3 FOV	£825	Y31 GTR	£675	R26 JAN	£1700	K2 KAB	£675	Y7 LMB	£700	R24 MOR	£675
AI0 FOX	£1300	X300 GTR	£575	78 JAN	£6900	K49 95Y	£775	LMW IIS	£1300	517 MOR	£1700
32 FPI	£4500	IS GU	£4600	JAN 623W	£550	KAS 718	£1300	46 LN	£4900	MOS 515	£1900
33 FPF	£4300	976 GUB	£900	X004 JAS	£725	KAT 473V	£1300	4070 LOR	£1300	309 MPD	£1200
Y973 FAR	£2900	976 GUN	£900	R21 JAW	£650	R21 KAY	£1200	R21 LOR	£675	GI MPS	£1900
FAR 701	£500	99 GY	£4300	JB8 790	£1500	S333 MJW	£650	150 MRK	£750	E4 MSH	£975
2378 FS	£2200	G2 7348	£1200	XC 8CA	£700	X33 KEN	£875	83 LOW	£2700	483 MVX	£700
3333 FS	£3800	75 HA	£4700	Y5 JED	£625	X33 KEN	£875	888 LPJ	£700	483 MVX	£700
R31 FUN	£575	6040 HA	£1700	JCR IIN	£1700	4292 KF	£1500	10 LYG	£1900	Y1 MSR	£1400
358 FUV	£700	Y3 HAD	£575	75 JDF	£2500	K1 KFC	£800	MIL ILY	£3500	5882 MU	£800
III FV	£4700	HAG 147	£1900	Y5 JEP	£1600	222 KG	£4300	S90 LYN	£1700	N5 MUL	£875
47 FW	£4900	960 HAL	£1700	199 JEF	£575	W9 KGB	£675	1972 M	£6900	DII MUL	£700
8447 FWN	£975	66 HAM	£1300	JEF 500	£3800	167 KHW	£700	R29 MAC	£6100	MWU 77V	£1500
200 FXG	£1400	R45 HAN	£1500	JEL 867	£1900	95 KJ	£5200	D19 MAG	£875	483 MVX	£700
55 FY	£4300	760 HAU	£800	P777 JEN	£650	95 KJ	£5200	S19 MAG	£950	483 MVX	£700
866 Fyb	£800	500 HC	£4300	R21 JEN	£1700	KMC GW	£675	S19 MAG	£950	483 MVX	£700
YH1 FYN	£575	HCZ1	£2900	R23 JEN	£1700	86 KN	£4300	J66 MAG	£1100	NAN 24	£1900
R24 GAS	£625	45 HE	£7500	YFA 453	£1300	438 KOM	£1200	D615 MAG	£650	849 N4P	£750
180 GAV	£575	48 HE	£7500	MII JFH	£1400	C10 KOS	£1200	D2 MAL	£1800	NAR 594	£1700
82 G	£350	HE 1775	£1900	W9 KHR	£700	W9 KHR	£700	88 JMAS	£1900	R29 NAS	£775
82 G	£350	R88 HEV	£1900	YFS 398	£1800	KY 1	£3700	4292 KF	£1500	4292 KF	£1500
82 G	£350	HEV 1775	£1900	776 JGW	£1500	777 YJ	£3700	V20 MAT	£1200	42 NDW	£2000



The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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MATT BURT

Rear View Mirror: tales from our archive

# The first car race in the US

## 14 December 1895



**O**ut of the melting pot of early automotive development came various attempts to prove the potential of this emerging breed of self-propelled carriages by racing them against each other.

One of the earliest races in the US was sponsored by the Chicago Times-Herald to the tune of \$5000. It drew plenty of interest but also highlighted the shortage of automobiles fit for the task.

The race was fixed for 2 November 1895 and attracted close on 100 entries, but, as Autocar put it, "in nearly every case the machines were designed and intended to be constructed specially for the contest [and] the time allowed was not sufficient. On the date named, two carriages only were ready, the others asking for an extension of time".

The Chicago Times-Herald offered \$500 for the two cars to go over the 94-mile course. That duel was won by a vehicle entered by H Müller and Co of Decatur, Illinois. The car completed the route in 8hr 44min. The other car, entered by the Duryea Motor Waggon Company of Springfield, Massachusetts, was disabled by an accident en route.

When the day of the rescheduled main race rolled around, "the weather was most unfavourable, four inches of snow and mud being on the ground".

Of the 31 machines that were now ready, only six decided to face the conditions, the rest declining "even though the course was confined to the immediate neighbourhood of Chicago and had been reduced to 54 miles".

The six that appeared at the start in Jackson Park included the entries from Müller and Duryea, as well as two other petrol-powered cars from the De La Vergne Refrigerating Machine Company and RH Macy Company, both of New York. Two electric-powered machines were entered, one by Morris and Salom of Philadelphia, the other by Sturges Electric Motorcycle of Chicago.

"Thousands were waiting at Jackson Park and Midway Plaisance at 8.30am to watch gasoline engines pitted against electric motors," wrote Autocar. "The owners of the electric cars did not start out with the idea of winning the race. They were unable to arrange for supply stations at different places along the route, and consequently could not get

enough power to run over the route. But they intended to show that their electric vehicles could travel under all conditions as well as the petrol-powered machines."

That left four realistic contenders, who were due to leave the start line at staggered intervals, with each one being accompanied by an umpire. But it wasn't plain sailing. The Müller car broke down on its way to the start and set off an hour late. The De La Vergne car started on time but had traction issues in the snow. "The driver, Frederick C Haas, decided he would not attempt to race and the wagon was shoved over the deep snow to a better part of the road," wrote Autocar.

The Duryea and Macy cars put on a good contest until the Macy motor gave out, a suspected legacy of an earlier collision "with an ignorant and obstinate coachman". That left the Duryea clear to win in 10hr 20min "after a terrible fight with the roads".

Significantly, the Duryea, Müller and Macy "were all of German make, with some American improvements, and carried improved Benz motors". It seemed the world's love affair with the German automobile was under way.

Got an opinion? Email us at [autocar@haymarket.com](mailto:autocar@haymarket.com)



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Price £25,592

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Combined 74.3 (3.8) Co2 99g/km



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**Save £5,042**

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Fuel consumption in mpg (l/100km)  
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**SAVE 11.25%**

1.4 TSI 125 Match Edition 5dr

**Save £2,325**

Price £18,970

Fuel consumption in mpg (l/100km)  
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Combined 54.3 (5.2) Co2: 120g/km



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**Save £2,513**

Price £18,272

Fuel consumption in mpg (l/100km)  
Urban 40.9 (6.9) Extra Urban 65.7 (4.3)  
Combined 53.3 (5.3) Co2 122g/km



## Audi Q3

**SAVE 11%**

2.0 TDI 150 SE 5dr

**Save £2,916**

Price £24,274

Fuel consumption in mpg (l/100km)  
Urban: 53.3 (5.3) Extra Urban 68.9 (4.1)  
Combined 61.4 (4.6) Co2 119g/km



## Audi TT Coupé

**SAVE 13.5%**

1.8T FSI Sport 2dr

**Save £3,555**

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Fuel consumption in mpg (l/100km)  
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Combined 47.1 (6.0) Co2: 138g/km



## Mercedes-Benz C-Class Coupé

**SAVE 7%**

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**Save £2,401**

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Fuel consumption in mpg (l/100km)  
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## CITROËN GRAND C4 PICASSO

The Citroën Grand C4 Picasso is the first MPV in its segment to break the 110g CO<sub>2</sub>/km barrier with the BlueHDi 150\* delivering up to 72.4 MPG<sup>o</sup>. With its ultra-flexible 7-seat interior, 360° Vision Parking<sup>o</sup>, Keyless Entry and Start<sup>+</sup>, and Panoramic Windscreen, it's no wonder it's been voted 'Best MPV' by both What Car? and Auto Express for two years running.



CRÉATIVE TECHNOLOGIE

   [citroen.co.uk](http://citroen.co.uk)

Model shown: Grand C4 Picasso BlueHDi 120 S&S 6-speed manual Exclusive<sup>+</sup>, OTR price £26,940 (incl. Teles Blue metallic paint at extra cost of £520). \*Available on Grand C4 Picasso Exclusive and above. <sup>o</sup>Combined Cycle on Grand C4 Picasso BlueHDi 150 S&S 6-speed manual Exclusive with 17" wheels. <sup>+</sup>Optional at extra cost on Grand C4 Picasso Exclusive<sup>+</sup>. <sup>+</sup>Optional at extra cost on Grand C4 Picasso VTR<sup>+</sup> and Grand C4 Picasso Exclusive, available as standard on Grand C4 Picasso Exclusive<sup>+</sup>.

**CITROËN prefers TOTAL** Official Government Fuel Consumption Figures (litres per 100km/MPG) and CO<sub>2</sub> Emissions (g/km). Highest: Grand C4 Picasso THP 165 S&S EAT6 Auto with 18" wheels: Urban 7.5/37.7, Extra Urban 4.9/57.6, Combined 5.8/48.7, 134 CO<sub>2</sub>. Lowest: Grand C4 Picasso BlueHDi 100 S&S manual with 16" wheels: Urban 4.5/62.8, Extra Urban 3.5/80.7, Combined 3.8/74.3, 99 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.